

## At home with the Royals

Estate agent Nicoll Kelly (21) has found a new home in the hearts of the Royal Marines, who voted her Miss Globe and Laurel 1994-95. Nicoll enjoys skiing, aerobics and all sports, so she should have no trouble keeping up with the lads when she joins them on Arctic warfare training in Norway — which is where her predecessor Amanda Johnson has just been. (see page 8).

Picture: PO(Phot) Paul Cowpe.

# HARRIER DOWN IN BOSNIA

The Sea Harrier from HMS Ark Royal shot down over Goradze last month was the first NATO aircraft to be lost in combat.

Pilot Lt Nick Richardson of 801 Naval Air Squadron ejected safely, was looked after by UN monitors and later returned to the ship having suffered only a few cuts and bruises.

He had been accompanied by another Sea Harrier, directed to the besieged Muslim town where they were cleared to engage a tank firing into an area close by UN forces.

"In order to avoid collateral damage it was necessary for the pair to fly three passes to identify the target," Ark spokesman Cdr John Jacob told Navy News.

"On their first pass the aircraft were engaged by a missile believed to be an SA7 which both were able to evade.

"But due to the desperate situation of the UN troops they pressed home the attack — and then one of them was hit by another missile.

"The pilots of both aircraft displayed commendable courage and professionalism in their continued attempts to carry out their mission, despite having come so close to being shot down on the first attempt."

Prime Minister John Major had earlier been flown on a tour of British forces in Bosnia by Lt Cdr John Snowball, Second-in-Command of 845 Squadron based at the Croatian port of Split.

Mr Major, who was accompanied by Defence Secretary

● Turn to back page



● HMS Ark Royal escorts RFA Sir Tristram, loaded with armoured vehicles to reinforce UN troops in Bosnia, through the Adriatic — see also pages 17 and 26.



## FREE INSIDE!

D-Day souvenir books by the dozen are now on sale — but we're giving ours away. Parts 2 and 3 of a unique record you will want to keep follow in our June and July issues.





## ONYX FLAG FLIES AGAIN

When the submarine HMS Onyx returned to the UK from her record 117-day patrol during the Falklands War in 1982 a traditional skull and crossbones flag was flying proudly from her fin.

Now that Onyx has been preserved at Birkenhead the RN Submarine Service have made a duplicate skull and crossbones for the submarine to fly on special occasions.

Andy Crammond, who served in HMS Onyx during her record patrol, and who lives almost on the submarine's doorstep, in the Wirral, was invited to present the "ensign."

The tradition of flying a skull and crossbones goes back to the dark days of the Second World War when submarines, returning from patrol, would fly the flag with various symbols indicating what successes they had while at sea.



Searching for that elusive pot of gold at the end of the rainbow is HMS Charger, pictured in Loch Lochy during her Easter deployment to the Western Isles!

Despite frequent bad weather and gales which followed the Fast Training Ship throughout her deployment HMS Charger transitted both the Crinan and Caledonian Canals and visited several west coast ports during her two-and-a-half weeks at sea. This provided valuable navigation training for her embarked Liverpool University students.

Under the command of her new CO, Lt Cdr Paul Haycock, HMS Charger also made a brief rendezvous with her sister ships Archer and Smiler in Oban and carried out a highly-successful winchex with a Sea King from 819 Sqn based at Prestwick.

Picture: RO Dean Woodford.

## Match of the day



While HMS Beagle carried out her Dover Straits Survey several members of the ship's company took a well-earned break to revive an old Hydrographic Squadron tradition — playing football on the Goodwin Sands!

Situated 15 miles east of the Kent coast, the Goodwin Sands are only exposed at ex-

ceptionally low tides so the team had to be quick off the mark for their kick-around.

Lined up for the traditional team photo are, from left, AB(SR) David Ratley, LWTR Ken Carey, Lt Graham Turnbull, Lt Andy Waddington, AB(SR) Simon Block and LS(SR) Jack Hawkins.

## Battle Ensign returns

During the building of the extension of Portsmouth Cathedral two years ago and the subsequent refurbishing of its interior, HMS Hawkins' smoke-stained Battle Ensign, worn during the Normandy Landings and which had been laid up in the Cathedral since 1971, was removed for safe keeping.

As it seemed likely that former members of HMS Hawkins' ship's company who were in the area for the forthcoming D-Day celebrations would like to see the Ensign again, arrangement was made for its prompt return.

It now hangs again in its original position in the Naval Aisle with several other items of naval memorabilia.



## BAPTISM AT SUEZ

Father Nick Woodcock, Chaplain to Captain F2, is pictured above conducting the service of baptism of two members of HMS Cumberland's ship's company.

Nick joined Capt Scott Lidbetter and HMS Cumberland in Gibraltar to provide some spiritual guidance and moral support during pre-Armilla training and having survived the many smoke canisters of the FOSF NBCD team, he arranged for the foggy conditions and poor visibility to be lifted so that the ceremony could be held on the port bridge wing as the ship approached the Suez Canal.

LWEM(R)s Matthew Colwill and Michael Mainwaring were baptised in the traditional Navy fashion with water from the ship's bell, with CCWEA Steve Martin, CWEM(O) Allister Woodward and LWEM(R) Dave Matthews stepping forward as godparents.

## Argyll guard for Queen

HMS Argyll's recent stay in Bermuda coincided with the visit by the Queen and the Duke of Edinburgh at the end of their tour of the Caribbean.

During the second day of her visit the Type 23 frigate paraded a guard in the capital, Hamilton, where the Queen is pictured talking to Cpl Davy Kelly, piper for Argyll's Royal Guard, who was on secondment from the ship's affiliated regiment, The Argyll and Sutherland Highlanders. Also pictured is Guard Officer, Lt Cdr Mark Deller, the ship's Flight Commander.

Before returning to the UK last month HMS Argyll had been deployed on the AUTEC Range in the Bahamas for ASW Tactical Development and Fleet Trials and had also called in briefly at Cape Canaveral.









# That's the ticket —

## — or not, as the case may be

With the continuing reduction in manpower and the importance of endeavouring to get the "right man for the right job", we are increasingly dependent on the information passed to us via the C240 and DPC/DPF.

These are your link to us and the more information we have the better.

More important are the remarks with regard to experience — if you have IT or specialist experience, we need to know as this could very well be your ticket to a IPRE or specialist job in your area.

This is particularly relevant with the introduction of WRAMM system into the FAA. So keep them up to date and ensure they are fully completed.

The updating of DPCs for most people is improving (possibly due to the reduction in sea/shore ratios and therefore RXDPCs and DPCs being submitted more frequently).

However AEMs are still guilty of not updating their preferences. If these have changed, or you can't remember what was on your last DPC, submit a new one — it only takes a few minutes!

The inconsistency of some preferences is also cause for concern. For example, a rating submitted a C240 in early March 1993 in which he applied for an extension of his current draft. An extension was approved.

### Short notice

Four months after he submitted his C240 he completed a DPF in which he requested an early out of turn draft to sea, accompanying remarks stating that he planned to get married in late '94!

The particular individual was not impressed when he was told that he was being considered for a short notice draft to sea!

More thought and attention to detail by the rating and his DO would have presented a much clearer picture to Drafty, avoided much work in Drafting Division looking at alternative options and possibly avoided a draft that was not welcome.

Within the next few months the FAA will come into line with General Service with the introduction of a Drafting Preference Form (DPF) for FAA personnel.

The form is A4 size and asks for basically the same as the

current DPC. However, it does provide more space for personal comments, a facility for small ship's recommends and extra space for Divisional Officer's comments. In addition, Prestwick can now be inserted as a Shore Service preference.

## PTs and Regs fall in



"You'll be playing 'Cops and Rubbers!'."

Responsibility for drafting PTs and Regulators has now moved to the FAA Drafting Section.

We aim to continue — and perhaps even improve the service to our customers and with a total of 13½ years drafting experience behind us, we are not about to have the wool pulled over our eyes.

Idiosyncrasies of the Branch are being taken on board but we are anxious to dispel the belief that every individual should ring Drafty or, in some cases, pay him a visit.

Much as we would like to discuss and agree every draft individually before issue, we just don't have the time. Approaches to Drafty should be made via Divisional Senior Rates or Divisional Officers.

The message is, therefore, contact us through the normal Divisional channels but please not on an individual basis, except, of course, Warrant Officers who deal directly with their appointers.

## Lynx Flight SMRs

We are continually on the lookout for new blood to enter the very demanding and rewarding area of Small Ships Flight SMR. If you are a volunteer, whether you hold an ACC or SCALE A or not, a C240 with an AEO's recommendation will ensure you are considered for these drafts.



"You should've put more in!"

## All change in '94

This month we say farewell to Cdr Mike Burnett, who has been at the helm for the past four years and welcome Cdr Richard Dore as his successor. The former is approaching the end of his Service career and we wish him luck in civvy street.

As an Air Engineer, Commander Dore is breaking a very long tradition of an Aviator filling the Drafting Commander's chair. We wish him luck too!

The Fleet Air Arm Drafting Section has taken its share of the major re-organisation which occurred within the Naval Drafting Division at the beginning of the year. We have moved across the passageway but have retained our original phone numbers. In addition, our responsibility and number of staff has increased.

Another change, brought about largely by the AE Branch Restructure means that the POWTR and the POWTR

have added LAEMs to their previous responsibility for drafting only technical Senior Rates.

## SNONI Billets

Readers may be aware that there are billets in Northern Ireland for NA(AH) and LA-(PHOT). All of the billets are at the Naval Headquarters in Belfast and in support of the naval operations that are undertaken throughout the Province.

The hours are often long and demanding but the work is extremely rewarding. Junior rates are generally drafted for 9 months and during that time receive a good R&R period each month with all seasonal leave owing taken on completion of the draft.

If working within a highly operational and different environment appeals to you, this may be just the job! Application for consideration to be drafted to one of these billets should be made to the drafting desk on a C240.

## Don't branch out yet

In line with MOD policy, the manpower requirement in most Branches is progressively reducing. As a result, recruitment has been curtailed or drastically reduced.

The Regulating and Aircraft Control Branches are still open, however, although the number entering the latter have been reduced because of the lack of sufficient ships on which to complete initial training.

Many ratings who have applied for Branch Transfer have been advised to wait for about a year before re-applying. Meanwhile they would be wise to progress their careers in their present Branches.

## In place of Divers

Aircrewmen drafting is now in the capable hands of POWREN Mandy Gunn.

In 1989, Centurion highlighted difficulties of recruiting and drafting SAR Divers. Recognising these difficulties, MOD stated that "if, for whatever reason, CND is unable to place a SAR Diver in a SAR Diver complement billet then an Aircrewman will be substituted. In this eventuality and to avoid confusion, the Commanding Officer of the appropriate SAR Squadron should inform the RCC of the limitation of that particular crew."

As a part of its rationalisation of Service diving, MOD has recently decreed that no more SAR Divers will be trained. Nevertheless, Centurion will endeavour to employ those who already hold the adqual, in designated SAR Diver billets, as long as the drafting plot permits.

## FAA, Regs & PT Team

Cdr Richard Dore (Ext 2125) — Drafting Commander and Warrant Officer Appointer.

Lt Cdr Ian Curnow (Ext 2121) — Technical Ratings Drafting Officer.

Lt Cdr Roger Grove (Ext 2049) — Non-Technical, Regulators & Pts Drafting Officer.

CAEM(R) Nick Martin (Ext 2144) — Small Ships Flights and Office Manager.

POWWTR Carole Parker (Ext 2144) — 'M' Trade Leading Rates and above.

POWTR Taff Gauntlett (Ext 2123) — 'L' & 'R' Trade Leading Rates and above.

LWWTR Katie Fitzgerald (Ext 2124) — AEMs Drafting.

POWWTR Mandy Gunn (Ext 2134) — Non-Technical Senior Rates (including Aircraft Controllers and Aircrewmen).

LWWTR Clare Watts (Ext 2134) — Non-Technical Junior Rates.

POWWTR Sue Buoy (Ext 2969) — Senior Rate Regulators & Pts.

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## Facts and figures

Builder: Harland and Wolff, Belfast. Launched: March 17 1938. Commissioned: August 5 1939. Class: Modified Southampton class. Standard displacement: 11,550 tons. Length overall: 613ft 6in. Beam: 66ft. Draught (aft): 19ft 9in standard; 22ft 6in deep load. Engines: Parsons single reduction geared turbines driving four shafts. 80,000 shp. Speed: 32 knots. Armament (1939): 12 six-inch guns in four turrets. Twelve four-inch guns on six mountings. Sixteen two-pounder anti-aircraft guns. Eight anti-aircraft half-inch machine guns. Four three-pounder saluting guns. Two sets of triple 21-inch torpedo tubes. The six-inch guns fired a shell weighing 105lbs, using a 30lb cordite charge. Extreme range — 24,800 yards (approx. 14 land miles or over 12 nautical miles). Aircraft: Three Walrus amphibian aircraft were carried. Ship's company: 750-850 officers and ratings. Motto: Pro tanto quid retribuamus ("We give as good as we get.")

March 1961 — HMS Belfast, the Royal Navy's biggest cruiser, as flagship of Flag Officer Second-in-Command Far East Station, Rear Admiral Michael Le Fanu.



## Gun salute to D-Day

As Europe's last surviving major warship to have taken part in the Normandy Landings, HMS Belfast will be celebrating the 50th anniversary of D-Day on June 6 with a "firing" of her massive 6-inch guns.

Specially prepared pyrotechnics will be used for the firing, which, it is thought, might "outdo" the deafening gun salutes heard on occasion from across the Thames, at the Tower of London.

HMS Belfast last fired her 6-inch guns in anger over 40 years ago, during the Korean war, when she earned American praise as "that straight-shooting ship".

A party of Royal Naval Reservists have volunteered to re-enact the 6-inch loading drill to mark the anniversary and to "fire" all six guns of both A and B turrets on June 6. Neighbours along the river and the Metropolitan Police have been forewarned!

After this spectacular display, a reunion will be held on board of an expected 120 D-Day veterans. Various associations have been contacted to trace as many as possible of those who were on board HMS Belfast or directly involved on the naval side of the Landings.

This commemorative lunch is expected to be over-subscribed so a lottery will be held for places. Any D-Day veterans — both men and women — who would like to be in the draw should write to the ship, at Morgans Lane, Tooley Street, London SE1 2JH, or telephone 071 407 6434.

Special guided tours will be taking place on board the Belfast daily from June 7 to 10, at 1100, 1200, 1400 and 1500. First come first served. There will also be regular screenings throughout D-Day week of a 30-minute film, with archive footage of the Landings.

Finally, from June 15-21, the Liberty Ship SS Jeremiah O'Brien, a D-Day veteran herself, is expected to moor alongside HMS Belfast and will be open to the public.

All are welcome, although an admission charge is anticipated. It is hoped that an American military band will be found to welcome the Jeremiah O'Brien alongside.

# MIGHTY BELFAST A SURVIVOR OF WAR AND PEACE

HMS Belfast is a familiar sight to commuters crossing London Bridge. Moored now in the Pool of London, the ship was launched on St Patrick's Day 1938 at Harland and Wolff's yard in the city from which she takes her name.

She was launched by Mrs Neville Chamberlain, completed in August 1939 and commissioned two days later, with Capt G. A. Scott as her first commanding officer.

War was declared shortly after the Belfast's launch, and in October 1939 she had her first success, capturing a German liner called Cap Norte.

The Germans took swift revenge; the following month HMS Belfast was severely damaged by a magnetic mine, but escaped sinking. After lengthy repairs, she re-entered service in November 1942.

The Belfast then spent a period escorting convoys carrying supplies to Russia; convoys generally agreed to have operated under the worst conditions of the war at sea, with freezing weather to contend with as well as constant enemy attacks.

### Scharnhorst

In December 1943 HMS Belfast played a key role in the Battle of North Cape, which ended with the sinking of the German battle-cruiser Scharnhorst.

Only 36 of the Scharnhorst's complement of almost 2,000 survived the battle; most perished in the freezing Arctic wa-

ters. Their ship, the pride of Hitler's navy, succumbed to superior British tactics and firepower.

But the Scharnhorst's last



lonely fight against the odds won the respect and admiration of all the British and Allied seamen who had taken part. The signatures of her survivors, and of Admiral Sir Bruce Fraser, Allied commander in the action, were collected as a poignant reminder of the last battleship engagement ever to be fought by the Royal Navy.

June 1944 saw HMS Belfast as the flagship of the bombardment force supporting the Allied landings at Juno Beach,

Normandy.

After a major refit she was sent to the Far East for the war against Japan, but by the time she arrived Japan had surrendered. She remained in the Far East, however, and was flagship at the time of the Yangtze Incident, when HMS Amethyst was trapped in the Yangtze by Chinese Communists.

The Belfast last fired her guns in anger during the Korean War. For her action there she won the battle honour Korea 1950-52 to add to her others — Arctic 1943, North Cape 1943 and Normandy 1944.

HMS Belfast, Europe's last big gun armoured warship of the Second World War, is now part of the Imperial War Museum and was the first warship to be preserved for the nation since HMS Victory.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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# JACK

BY TUGS

YOUR LETTER TO A MS OGA ALLCARE OF LAST TUESDAY—ABOUT US 'CREAMING ALONG IN STORM TOSSED ARTIC SEAS AND SLICING A WHALE IN HALF' HAS MADE HEADLINES!



LUCKILY FOR BOTH OF US — WE WERE IN DRY DOCK!



## Letters

# 'Tons' that talked back

Nostalgic memories are evoked by your report regarding the disbanding of Tenth Mine Countermeasures Squadron.

In 1956 a newspaper article, "The Fleet That Never Was", castigated the Admiralty for wasting £100,000,000 on the building of 200 "Ton" Class minesweepers.

There was also a photograph of a large number of what were described as "Noah's Arks" (reserve 'sweepers in protective wooden cladding) moored in Southampton Water off HMS Diligence.

I did not then imagine that within a year my service with Southern Air Division (RNVR) would be transferred to HMS Warsash, the seagoing tender of Southampton Division, and one of the said vessels.

Your correspondent J. Smith accurately describes the famed contortions of the "Tons" in a seaway, but the replacement of the Mirlees engines by Napier Deltics was a good modification.

Turning over a Deltic by hand was tedious, but easy compared to the "barring round" of the Mirlees by means of a huge crowbar inserted into holes in the rim of the flywheel.

Another advantage of the Deltics was that one end of the engine room could be seen from the other, and much more space was available.

When 2,000 amperes was pulsed through the magnetic loop, the Mirlees driving the pulsing generator sounded as though all the big-end bearings had failed simultaneously. The Deltic replacement accepted the sudden load with relatively little complaint. Engine-room and electrical ratings welcomed the changeover to Deltics, but it took place over many years.

The acoustic hammer was a

favourite item of equipment, stowed on deck immediately over the wardroom heads. The hammer, which could easily outperform any road-drill, was occasionally employed in class-warfare.

An officer suddenly reappearing in the wardroom flat (on one occasion in total undress) when it was "imperative" to carry out a test, never failed to please an expectant audience.

The acoustic displacer, when air pressure was released, could produce sounds resembling those of the bagpipes if the air vent were correctly manipulated.

### Good value

Such irregular activities did not always gain the approval of the "pusser" Navy, but there was a more serious side to the "minesweeping lark" performed by the RNVR. The reserve 'sweepers did achieve a high standard of efficiency, difficult though this was with constantly changing crews and with training mainly restricted to the weekends.

My first seagoing experience in HMS Warsash caused me to vow that I would never set foot on her deck again, but a strange fascination drew me on to serve for another 20 years. My last annual training was saddened by the sinking of HMS Fittleton, but I remain convinced it was all well worthwhile and share J. Smith's hope that one of the "Tons" will be preserved. After all, they were good value for money. — A. Bradbury, Marnhull, Dorset.

### Still more salty dogs

Regarding the dog Brownie at Great Yarmouth (March edition) I remember him coming on board the minesweeper HMS Epine. He would make straight for the galley where the cook would give him something and then have a kip under and after gun platform.

He would never go to sea — when he heard you single up to go sea he'd be off the ship in a flash.

I was told by shipmates that he'd been sunk in the trawler Pelton and was one of only three survivors. I don't know if there was any truth in it, but they said that was why he never wanted to go to sea again. — D. Holland, Llanelli.

Though old Skipper, HMS Osprey's mascot in the early 1950s, lived to be 16, it was the booze that got him in the end.

The vet said years of 'sippers' of rum, pink gin and scotch had left his liver in a shocking state when he retired from active service.

He spent his last year living at a Portland cafe — but would still slip off on a pub crawl, following sailors into pubs to cadge drinks.

I had a puppy sired by Skipper — from Judy of HMS Hedingham Castle. — P. Gartside, Ashton-under-Lyne.

### Museum courier

Further to Capt. Harris's letter (March issue) regarding the Singapore Naval Museum, I am stopping at Singapore for two days at the end of June, hope to visit RSS Panglima and am willing to take a limited amount of old photographs, etc., with me.

Any readers who may have anything for the museum may contact me on 0705 384252. — F. Duffy, Portchester.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

## Kiwi pipers with polish



Regarding recent articles about RN piping, during my service in TF 57 in World War II Rear Admiral A.G. Talbot had me detailed off to play in the Wardroom flat prior to dinner in addition to piping in and out of harbour, so I was the butt of ribald utterances from my messmates in the Buntings mess of HMS Lochlan.

But you may be interested in this photograph of the pipe band of HMNZS Pegasus — Canterbury Division of the RNZNVR, courtesy of the Christchurch Star-Sun.

This was formed in 1952 out of four pipers and an accomplished side drummer and before long was participating in the Division's routine, civic functions in Christchurch, and travelling to Timaru and Dunedin.

The band was commended for its bearing and capability by both the Governor General and the Chief of the Naval Staff. — D. MacGregor, ex-HMNZS Pegasus Pipe Band, Sevenoaks.

# Minding the ferry 'cross the Mersey

I always enjoy your 'Ships of the Royal Navy' feature — and a special bonus in No 459 HMS Valiant was the piece about the battleship launched in November 1914.

In your brief sketch of her career there was obviously not enough room to mention her visit to Liverpool during the General Strike of 1926.

As a boy of 10 I appreciated the big guns very much — they were not intended to open fire on the city! We were informed her main role during that unfortunate period was to guarantee the normal working of the cross river ferries from Liverpool to Wallasey and Birkenhead.

My father supervised the installation of telephone lines between ship and shore and we had the privilege of entertaining the CPO in charge of signals at our home in Wallasey — in return for which we were given a guided tour of the ship and met her mascot, an enormous Airedale.

Another item that impressed me was the steam pinnace, the like of which I have not seen since. Is there still one in existence, complete with polished brass flange around the top of the funnel? — H. E. Wallace, West Wimbledon.

Portsmouth's Historic Dockyard has one — complete with Hotchkiss gun. Ed.

### Top-rated dhobi man

The letter from Capt Harris (February issue) about HMS Terror brought back memories of when I was a young OD on HMS St Brides Bay in 1950.

I went ashore into Terror when she went into dry dock and had the benefit of the dhoby man T.T. Ling's services — in all my time in the Navy I was never so smart, all my gear washed, pressed, starched and

returned the same day.

There was also a honey bear that drank rum and a Malayan boy who lived in the Chiefs Mess who was the best swimmer I've ever seen.

One day a snake came up the monsoon ditch by the sports field. At the shout of 'snake!' all the football matches were abandoned and all the brave matelots fled to the balcony of the beer bar and remained there until a groundsman killed it.

Terror must have been a very good draft for anybody posted there permanently — J. Wood, Blackpool.

## Kiel link offer

I am writing on behalf of the Ship's Company of the German FPB Zobel. We would like to have a partner ship in the Royal Navy so that we can exchange details of our activities, our life on board and in the harbour where we are based.

I appreciate that people move around more in the Royal Navy than we do, nevertheless we would like to try and form this friendship — if necessary with an individual who would like a German pen pal. — 7 Schnellbootgeschwader, ZOBEL, Bootsmann M. Eisenhut, Schweriner Strasse 17, 24106 Kiel, (W) Germany.

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**NORMANDY**

Write or telephone for further details to:  
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**CPS**

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# HISTORY BY MAIL ORDER

The Royal Naval Philatelic Society has lately aroused a lot of interest in RN enthusiasts — whether or not they are stamp collectors.

This is thanks to the wealth of historical information provided in the RNPS's series of wartime commemorative covers — of which the one illustrated here is the latest.

With the co-operation of many primary sources, each event has been carefully researched by RNPS Organiser Charles Stirling who has gone on to produce a selection of insert cards carrying photographs, diagrams, drawings, extracts of reports of proceedings, press cuttings and other ephemera that provide a fascinating 'time capsule'. In the course of this work he has

met up with many survivors of World War II actions, including several highly decorated personalities who have signed limited numbers of his covers, thus enhancing their interest and appeal for collectors.

For RNPS members, prices range from £3.95 to £9, according to the signatures and the value of the stamps they carry. When proceeds exceed costs, donations are made to charity.

Contact Charles Stirling on 0705 820921 (or Fax 0705 862437) for further details.

## Letters

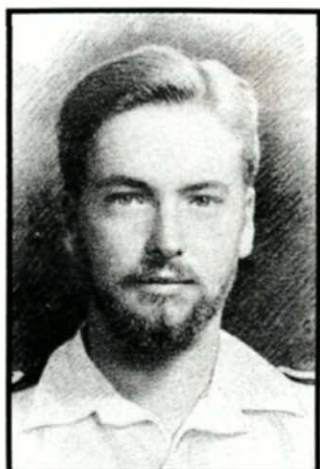
### Whose map is this?

When my husband bought a map and had it reframed he found this superb pencil drawing of a young Naval officer hidden underneath.

We would like to be able to track the sitter down — would any of your readers know who he might be? — Mrs. G. Balingier, Sleaford.

### The silent service

Why is it that the Maritime Regiment always gets far more mentions than the DEMS? Last year I was surprised to have been invited to be an escort for the record of the Battle of the Atlantic to the high altar in Liverpool Cathedral — yet when details of the Order of Service were posted to me I was twice



referred to as Mr Weeks, Royal Artillery.

Even on the day I was referred to as RAMR — not one mention of DEMS.

Truly we are the forgotten Navy. — H.J. Weeks, Bournemouth.

## V1 bombs over Malta

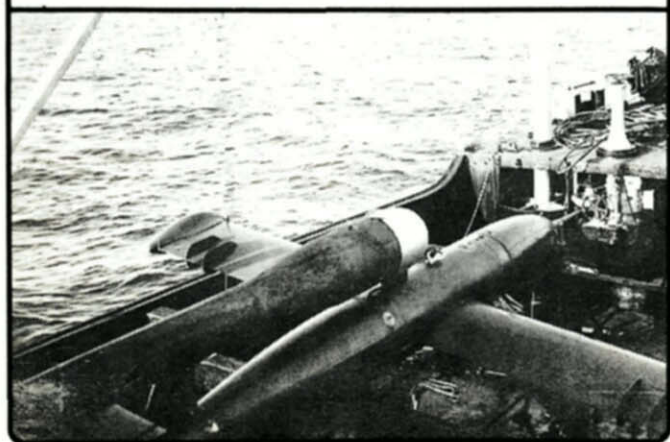
Ref your article on Miner III (March edition) I myself was serving in the wartime Miner VI based in Malta as a tender to HMS Forth and the 2nd Submarine Squadron.

This was 1956-58 when our duties included recovery of torpedoes fired by the S and T boats — and also ex-German V1s that were fired off the cliffs at Malta and used by cruisers and destroyers for target practice.

This was particularly difficult as the parachute acted as a sea anchor and so had to be released before the main body could be hoisted in board.

Miner VI is still to be seen at Malta as a day cruise ship anchored in Sliema Creek when not at sea. — M. H. Banister, Egguckland, Plymouth.

● A recovered V1 on the fore-end of Miner VI.



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## Boxing clever

The hard hitters of the South West Physical Training Branch Association slogged it out at the RN Open and Intermediate Championships held in HMS Drake and from the two events £312 was raised for the Children in Need Appeal.

BBC presenter Craig Rich was on hand to receive the cheque from physical training instructors Brum Edwards, of HMS Drake, and Nobby Clarke, of HMS Defiance.

## Stonehouse children say it with flowers

A 25-year old tradition was played out for the last time as staff and children from High Street Primary School, in Stonehouse, celebrated their annual school flower service in the Church of the Good Shepherd at RNH Stonehouse, Plymouth, which is due to close in March next year.

As they have done for the last quarter of a century, children from the school brought gifts of flowers into the church and later distributed them around the wards with the hospital's matron, pictured below, Chief Nursing Officer Patricia Hambling QARNNS.

In appreciation of their kind gifts over the years Matron and her nursing officers made a return visit to the school to hand out Easter eggs to the children.

Picture: LA(Phot) Andy White

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## Warm reception up in the Arctic

During one of her last visits to the Royal Marines of 42 Cdo in northern Norway, out-going Miss Globe and Laurel, Amanda Johnson, met children at Harstad's Sletta Barnahage.

Accompanied by Capt Hugh Milner, the Liaison Officer attached to DKN HQ in Harstad, she presented "Commando Teddy Bears," T-shirts and drawing sets given to the children by the Marines.

The Sletta Barnahage, which is one of 20 run by the Harstad community, looks after 24 children who suffer with asthma allergies. Grete Forsberg, who runs the kindergarten, hopes the visit by Miss Globe and Laurel and the Royal Marines will generate more interest and help create additional units for disadvantaged children.



## BOBBY MEETS THE DUKE

Youngster Bobby Cowan, from Farnborough, was HMS Southampton's guest of honour when he visited the ship to accept a cheque for over £1,000.

Bobby, who has special needs, travelled to Portsmouth with his parents to receive the money which was raised by the ship's company during their Adriatic deployment. While the ship sailed from Trieste to Venice, a group of sailors pedalled the 110-mile land route, generously sponsored by their shipmates. The cash raised will go towards buying a special wheelchair.

On the same day three-times world boxing champion Duke McKenzie was also visiting the destroyer to meet up with the RN's boxing team and was delighted to present the cheque to Bobby and his family.



# Helping Hands

# In step at Temeraire

"Step forward, that man" ... congratulations to CPOPT Vic Jones, from HMS Temeraire, for helping to organise a series of keep-fit classes in aid of the Starlight Foundation.

Dedicated keep-fit fanatics from the Portsmouth area took part in step classes, lane swims and circuit training as part of a nationwide campaign and raised over £1,200.

The earth also moved at RNEC Manadon where S/Lt Pam Fisher and her bunch of willing volunteers from her regular step class took part in a two-hour step marathon raising plenty of money — and plenty of sweat — in aid of the foundation which grants "dreams come true" to seriously ill children.

Handicapped children at Ashtons Green Special School, in St Helens, received an early visit from the Easter Bunny when Senior Rates from HMS Inskip presented them with a cheque for £200 and a selection of Easter eggs. The money and eggs were raised at a charity Easter Bunny Race Night held in the Senior Rates' Mess. Links were established with the school through MAA Ian Rigby whose nine-year old daughter is a pupil at Ashtons Green.

Personnel at HMS Drake took the plunge and raised cash for a variety of charities in the British Telecom National Swimathon. The gruelling event was started by Commodore



When Gordon Carling Residential Home for handicapped people at Kingsbridge, in Devon, needed a "helping hand" Special Duties Course Number 57 from Britannia Royal Naval College provided 36! While the 23 residents of the home were out for the day SD57 set to work and decorated five bedrooms, two bathrooms and removed carpets from the passageway of the home with all work complete for the residents' return at the end of the day. Pictured with SD57 is Mrs Anne Dewick who runs the home.

Johnson at Drake's recently refurbished pool.

While deployed in the Adriatic the Rosyth-based Type 42 destroyer HMS Edinburgh raised over £353 from a ship's raffle for the Leonard Cheshire Foundation.

Robert Solway, Right Worshipful Master of the Freemasons' Lodge in Rosyth handed over £400 to LS Shaun Hennessy of HMS York to boost an appeal fund for equipment to help children suffering from sight problems. Shaun's son

Marc was born with bilateral retinoblastoma and attends a special school in Newcastle upon Tyne. His father set up the appeal to buy a Horizon Duo System for the school to help Marc and other partially-sighted children learn to read and write by enlarging the written word and pictures to a size they will be able to see. Of the £2,050 required, £1,096 has already been raised.

Class LO574, from the Mechanics Training School at HMS Collingwood have taken part in a sponsored penalty

shoot-out at Portsmouth Football Club. The event, which was organised in aid of the Solent Multiple Sclerosis Therapy Centre, raised £101.

While taking part in Squadex 2 the ship's company of HMS Calliope raised over £500 for Ward 14, the children's ward, at Newcastle upon Tyne's Royal Victoria Infirmary, by hosting a sponsored shave.

Part 1 Trainees from Drake Division, HMS Raleigh raised £140 for their adopted charity, the Plymouth Maternity Trust

Fund, based at Derriford Hospital. The maternity unit and Drake Division have three of their wards and mess decks named after the same Type 23 frigates, namely Norfolk, Lancaster and Argyll.

Two runners from RNC Greenwich raised in excess of £1,000 for Christchurch Forum by taking part in the New York City Marathon. Lt Cdr Mike Farrage, now based in HMS Raleigh, and Lt David Walsh presented the cheque to Mr Ian Owers and Mrs Wendy Turner.

While inside the Antarctic Circle Cpl PT2 Robert Beauchamp and Mne Mark Savory, part of the RM detachment on board HMS Endurance, raised over £600 for the Peanut Ward, a children's burns' unit in Southampton, by completing 270 overgrasp pull-ups and 270 parallel bar dips in 30 minutes.

NATO personnel representing the UK, Portugal and the USA ran, swam and biked their way from Gibraltar to Oeiras, Portugal, to raise money for charity. The seven men, all working for Commander-in-Chief Atlantic Area Headquarters, raised about £1,640 for cancer research during the 430-miles triathlon from HMS Rooke to CINCIBERLANT. The event was organised by CPOPT Steve Penberthy as a tribute to his wife who is battling bravely against the disease.

Ten members of the Band of the Royal Marines, Flag Officer Plymouth, found themselves

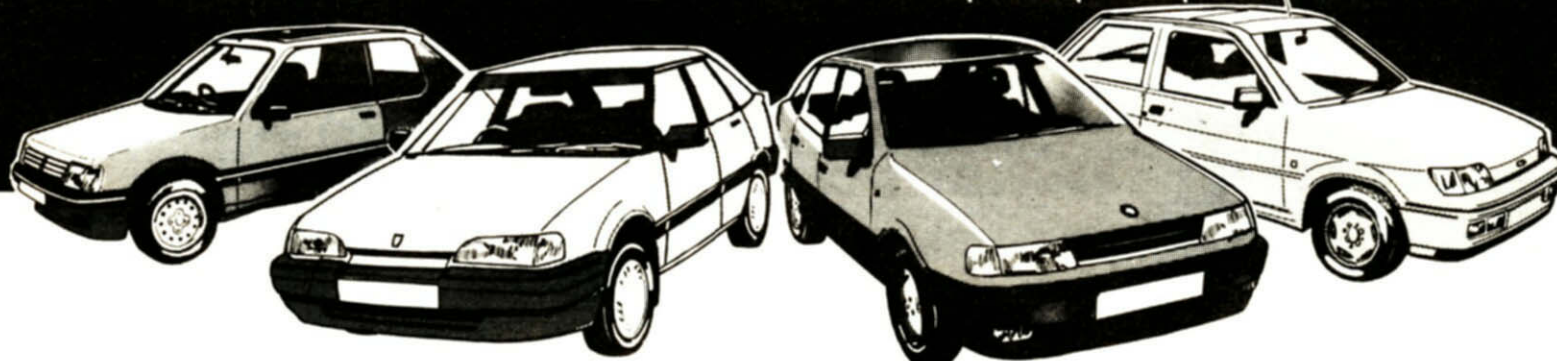
playing a much smaller venue than usual when they were invited to entertain residents at Ashleigh Manor Residential Home, Plympton. The Brass Quintet and Woodwind Quintet were warmly received by all the residents, in particular Mr Bill Geach, for whom the visit was organised. Bill is an ex-serviceman of the Royal Army Service Corps who now enjoys all kinds of military music.

Members of Green Watch based at the Communications Centre, Faslane, took to the hills to raise money for Yorkhill Children's Hospital, in Glasgow. After a 13-hour night-shift, they ignored their beds to walk 13 miles from the base, via Glen Fruin, to Helensburgh and raised almost £300.

The Education Department, CTCRM, took part in the annual multi-terrain, "edge-of-sanity" Lympstone to Poole race, contested between RM Poole and CTCRM, and raised £570. The money will enable cerebral palsy sufferer Rhona O'Donnell, daughter of a former Marine, to buy an adjustable table for her typewriter, the only form of communication she is able to use.

The Children's Development Centre, Portsmouth, has received a £200 donation from Captain Weapons Trial and Acceptance. Staff raised the money by holding a variety of events including a sponsored slim and a "guess the number of pieces of pasta in the jar" competition.

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Following the Officer Study Group proposals to reshape the officer corps and adopt a "platform-derived structure," the size and shape of the new corps needs to be evaluated before the Navy Board gives the go-ahead. This task has been given to the Requirement Evaluation Team. Assisting them with their enquiries will be some 5,000 RN and RM officers who will be completing a job related questionnaire. The team is led by Captain Peter Kidner, pictured above with team members Capt Steve Wotherpoon, RM, WO Rod Lewis and WTR Jim Mumby. — DCI RN 93/94

## RATES IN BRIEF

### Warfare Branch (Above-water Warfare Weapons Group)

Warrant Officer WO(AWW)  
Chief Petty Officer (Above-water Warfare Weapons) CPO(AWW)  
Petty Officer (Above-water Warfare Weapons) PO(AWW)  
Leading Operator Mechanic (Above-water Warfare Weapons) LOM(AWW)  
Operator Mechanic (Above-water Warfare) 1st Class OM(AW)1  
Operator Mechanic (Above-water Warfare) 2nd Class OM(AW)2  
Junior Operator Mechanic (Above-water Warfare) 1st Class JOM(AW)1  
Junior Operator Mechanic (Above-water Warfare) 2nd Class JOM(AW)2

Note 1: For female ratings the rate titles are varied where appropriate to include 'W' before Operator for Leading Rate and below and before Above-water Warfare Weapons for Petty Officer and above.

### Warfare Branch (Above-water Warfare Tactical Group)

Warrant Officer WO(AWT)  
Chief Petty Officer (Above-water Warfare Tactical) CPO(AWT)  
Petty Officer (Above-water Warfare Tactical) PO(AWT)  
Leading Operator Mechanic (Above-water Warfare Tactical) LOM(AWT)  
Operator Mechanic (Above-water Warfare) 1st Class OM(AW)1  
Operator Mechanic (Above-water Warfare) 2nd Class OM(AW)2  
Junior Operator Mechanic (Above-water Warfare) 1st Class JOM(AW)1  
Junior Operator Mechanic (Above-water Warfare) 2nd Class JOM(AW)2

Note 1: For female ratings the rate titles are varied where appropriate to include 'W' before Operator for Leading Rate and below and before Above-water Warfare Tactical for Petty Officer and above.

### Warfare Branch (Communications Submarine Group)

Warrant Officer WO(CSM)  
Chief Petty Officer (Communications SM) CPO(CSM)  
Petty Officer (Communications SM) PO(CSM)  
Leading Operator Mechanic (Communications SM) LOM(CSM)  
Operator Mechanic (Communications SM) 1st Class OM(CSM)1  
Operator Mechanic (Communications SM) 2nd Class OM(CSM)2  
Junior Operator Mechanic (Communications SM) 1st Class JOM(CSM)1  
Junior Operator Mechanic (Communications SM) 2nd Class JOM(CSM)2

### Warfare Branch (Tactical Submarine Group)

Warrant Officer WO(TSM)  
Chief Petty Officer (Tactical SM) CPO(TSM)  
Petty Officer (Tactical SM) PO(TSM)  
Leading Operator Mechanic (Tactical SM) LOM(TSM)  
Operator Mechanic (Tactical SM) 1st Class OM(TSM)1  
Operator Mechanic (Tactical SM) 2nd Class OM(TSM)2  
Junior Operator Mechanic (Tactical SM) 1st Class JOM(TSM)1  
Junior Operator Mechanic (Tactical SM) 2nd Class JOM(TSM)2

### Warfare Branch (Weapons Submarine Group)

Warrant Officer WO(WSM)  
Chief Petty Officer (Weapons SM) CPO(WSM)  
Petty Officer (Weapons SM) PO(WSM)  
Leading Operator Mechanic (Weapons SM) LOM(WSM)  
Operator Mechanic (Weapons SM) 1st Class OM(WSM)1  
Operator Mechanic (Weapons SM) 2nd Class OM(WSM)2  
Junior Operator Mechanic (Weapons SM) 1st Class JOM(WSM)1  
Junior Operator Mechanic (Weapons SM) 2nd Class JOM(WSM)2

### Warfare Branch (Sensors Submarine Group)

Warrant Officer WO(SSM)  
Chief Petty Officer (Sensor SM) CPO(SSM)  
Petty Officer (Sensor SM) PO(SSM)  
Leading Operator Mechanic (Sensor SM) LOM(SSM)  
Operator Mechanic (Sensor SM) 1st Class OM(SSM)1  
Operator Mechanic (Sensor SM) 2nd Class OM(SSM)2  
Junior Operator Mechanic (Sensor SM) 1st Class JOM(SSM)1  
Junior Operator Mechanic (Sensor SM) 2nd Class JOM(SSM)2

### Warfare Branch — Not Categorized

Operator Mechanic 2nd Class OM2  
Junior Operator Mechanic 1st Class JOM1  
Junior Operator Mechanic 2nd Class JOM2

### Warfare Branch — Not Categorized (Females)

Operator Mechanic 2nd Class WOM2  
Junior Operator Mechanic 1st Class JWOM1  
Junior Operator Mechanic 2nd Class JWOM2

# Accumulate to decorate



The Queen has approved the introduction of a new medal to be awarded for aggregated service since 14 Aug 1969 in those theatres where the current General Service Medal (1962) with clasp has been awarded.

The Accumulated Campaign Service Medal (ACSM) will currently apply to:

- Northern Ireland 14 Aug 1969 to a date to be decided.
- Dhofar 1 Oct 1969-30 Sept 1976.
- Lebanon 7 Feb 1983-9 March 1984.
- Mine Clearance of Suez 15 Aug 1984-15 Oct 1984.
- Gulf 17 Nov 1986-28 Feb 1989.
- Kuwait 8 March 1991-30 Sept 1991.
- Northern Iraq and Southern Turkey 6 April 1991-17 July 1991.

Purpose of the ACSM is to recognise 36 or more months of services which have qualified for a clasp or clasps to the GSM 62. Qualifying service for medals which are specific to certain theatres of operation — such as Rhodesia, South Atlantic, Gulf — will not count towards the ACSM since such service will already have been recognised.

Thus to be awarded the ACSM an individual must be the holder of the GSM 62 with one or more of the clasps listed above and have completed a total of 36 months' campaign service, which includes the qualifying periods of the clasp or clasps held.

Once a clasp to the GSM for a particular theatre has been awarded, all subsequent service, however short, in that theatre may be counted towards the ACSM.

## Clasps

Service in respect of any future clasps to the GSM 62 will count towards the ACSM and if and when the GSM 62 is superseded, the regulations covering its successor will make clear whether the same arrangements with regard to the ACSM will apply.

Several examples are illustrated.

The round silver medal will carry the crowned effigy of the Queen on the obverse and on the reverse the inscription 'For Accumulated Campaign Service'. The ribbon will be in purple and green with a stripe of gold to denote excellence.

When the ribbon is worn alone, clasps will be denoted by rosettes.

The ACSM will be worn immediately after the Medal for Meritorious Service. It does not attract the use of post nominal letters.

Single Services and CM(IR) Honours will promulgate instructions as to how individuals are to apply for the ACSM, which will not be available for some months.

— DCI Gen 65/94

## Cooking with or without

British Gas Awards for Defence Energy Efficiency will be made in November. Entries from RN units and establishments — which do not have to be gas users — should be sent to DNIE, Rm 402, Archway Block South, Old Admiralty Building, Spring Gardens, London SW1A 2BE by 29 July.

The awards are made to UK units deemed to have made the most significant contribution to non-operational energy efficiency during the year.

Last year HM Naval Base Portsmouth (East) and Devonport Management Ltd were highly commended.

— DCI Gen 57/94

## Training fixtures

A full list of sports training courses — physical training, proficiency, coaching and officiating — is given for 1994-95.

— DCI RN 47/94

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## Kit down in price

Due to a slight decrease in the on-costs added to the basic price, many if not most of the issuing prices of stores clothing items have come down this year.

— DCI RN 48/94

## For those in peril..

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Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.



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DCI RN 273/93

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Name \_\_\_\_\_

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Royal Navy ☐ Royal Marines ☐ (Please tick one box.)

Other (Please specify) \_\_\_\_\_

NN2



# Stop smoking and get more mileage

... That's the message which came from the RN Families' Centre in Rosyth on national No Smoking Day when naval wives were able to test their fitness levels on exercise bikes provided by the PTs from HMS Cochrane.

Mrs Lorraine Reid, whose husband "Blood" is an LMEM serving in the mine countermeasures vessel HMS Bicester, looked worried as she checked her progress. Her daughters seven-year-old Ash-

ley and five-year-old Kerry wanted her to stop her 20-a-day habit so she was trying that little bit harder when the big day came around!

Pictured waiting their turn to be tested are Jan Messenger, whose husband Andy is a CPOMEA at HMS Neptune, and Lorraine Marsh, whose husband Swampy serves in HMS Edinburgh. Taking an accurate record of their work-out is LPT Scotty Mather.



## TRUST IS IN GOOD HANDS

The new Chief Executive (Designate) of the Housing Trust is Mr James Robinson, until recently Policy Co-ordinator and Chief Executive City of Bristol.

On taking up his post Mr Robinson will work closely with the MOD Housing Trust Team (HTT) to define in detail the future structure and manning requirements of the Housing Trust and, most importantly, to plan the implementation of changes to the existing Service housing organisations.

The HTT reached its first major milestone last year when it concluded the validation phase of its work. This set out to examine whether a Housing Trust would be able to provide a housing service which would meet the Services' needs and, if so, whether it could do so as cost-effectively as under cur-

rent arrangements.

The concept remains that all MQs should be sold off to the Housing Trust on a leasehold basis, the Trust paying the MOD a capital sum for the lease. In return, MOD will rent properties from the Trust to meet their accommodation requirements.

As part of the contract, the Housing Trust will be required to upgrade the standard of MQs to the Services' own specification. There would be no change to the way in which MQ charges are levied through pay and the level of charges will continue to be those recommended by the AFPRB.

## In the name of the father

An increasing number of Service personnel are being approached by the Child Support Agency (CSA) and, not surprisingly, this is causing concern and anxiety among the families involved.

With this in mind the MOD is continuing dialogue with the CSA to resolve various issues. Service personnel should note, however, that they are not exempt from any of the Act's provisions and are expected to comply with those requirements of the CSA applicable to the population at large.

A particular concern has been the time allowed for responding to Maintenance Enquiry Forms (MEF) and the inclusion of allowances such as LOA in assessments. These issues have yet to be resolved.

The time allowed for an MEF is 14 days after which a reminder is sent allowing a further 14 days (ie. a total of 28

days). In the absence of a response the CSA will normally impose an interim assessment for deduction of earnings.

Although Service personnel should aim to complete the MEF within this period it is recognised that some may not be able to do so — if on an overseas deployment, for example.

MOD is therefore trying to establish specific procedures with the CSA to ensure that Service personnel are not penalised as a result of being prevented by their military duties from responding within the CSA deadline. Negotiations also continue with regard to the inclusion/exclusion of certain allowances in assessments.

Any question of administrative action following the demands of the CSA should be dealt with in accordance with existing regulations.

Where Service personnel find themselves in financial difficulties as a result of CSA demands they should explain the situation to their superiors and seek advice as required.

Provided they do so and take all reasonable care in managing their finances it is not envisaged that any Service personnel should be subjected to adminis-

trative action.

MOD will not, however, support anyone who acts irresponsibly or dishonestly or chooses to ignore the requirements of the CSA.

NPFS can provide information to people who may anticipate an approach from CSA and will provide counselling and support on associated issues to those who seek it. However, the process is essentially a legal matter and legal advice officers are available by appointment at main NPFS offices as a first free step.

## Excellent occasion

One of the first official services to be held in the newly-dedicated church of St Barbara, in HMS Excellent, was the christening of the daughter of one of the ship's company. Lauren Marie Faulkner, daughter of AB(M) Dean Faulkner and his wife Michelle was christened by the Rev John Green.

The occasion was the chance for relatives from as far afield as Tunbridge Wells and Stoke on Trent to meet the latest member of the family before Mum and Dad were posted to Gibraltar this month.

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## School appeal under sail

This year sees the Tercenary of Greenwich Hospital and, as one means of marking the occasion, the Royal Hospital School at Holbrook is seeking to acquire a 38 ft yacht at the cost of about £70,000.

Because the improvement of navigation is one of the main aims of the Royal Charter of Greenwich Hospital, and because of the value of sailing in the development of character and initiative, the director of Greenwich Hospital is ready to contribute to the cost of the acquisition but has said that the school must also play its part.

He is, therefore, prepared to match, pound for pound, up to £35,000 whatever the school can generate on its own initiative by sponsorship.

Anyone wishing to contribute towards the purchase of the yacht should contact The Bursar RHS (Yacht Fund), The Royal Hospital School, Ipswich, Suffolk IP9 2RX.

## Time for that special break

Each year the Service Children's Education Authority (SCEA) organises a holiday for Service children who have special educational needs.

The 1994 holiday, sponsored by the Guild of St Helena and at no cost to parents, will take place at Avon Tyrrell Residential Centre, Bransgore, Hants, from September 18-25.

Children who attend are drawn from all three Services and should meet the following criteria — they should be between 8-13 (inclusive) at the time of the holiday, their medical requirements must be able to be met by the general nursing service provided and they should be registered with SCEA as having special educational needs.

If you have such a child and would like more details of the holiday contact SCEA Special Needs Office on Worthy Down military 2946 (0962 887946) or write to SCEA 1B, HQ DGAGC, Worthy Down, Winchester, Hants SO21 2RG.



# All change as jobs combine

At a formal change of command ceremony on board the flagship HMS Victory Admiral Sir Michael Layard became the first holder of the Navy's new combined post of Second Sea Lord and Commander-in-Chief Naval Home Command (2SL/CNH).

Admiral Layard then took up office in Victory Building, the Navy's first purpose-built high-tech headquarters in Portsmouth naval base, the first time that a Sea Lord has been based outside the capital and the first time that a Department of State has merged with a command HQ.

Victory Building, the new home of the 2SL/CNH is situated

ed within the heritage area of the naval base and as such has been designed to blend in with its historic surroundings. So successful was its design that it was granted a Good Planning Award by Portsmouth City Council.

The merger of the 2SL/CNH stems from a re-assessment of the role of the Armed Forces under the Prospect Study, which was a result of an improvement in international relations and the collapse of the Warsaw Pact, and the consequent need to restructure support services has resulted in the integration of two of the largest elements of the Royal Navy.

The new organisation is responsible for the provision of personnel policy and implementation throughout the Service, for directing the affairs of Naval Home Command in support of the Fleet and for activities in support of the defence of the UK.

It will combine, for the first time under one roof, both policy makers and implementers and will oversee all aspects of RN personnel from the early stages of cadet forces and recruiting and new entry, through the entire career management of an individual, be it officer or rating.

## HMS Defiance

Meanwhile in Devonport CINCFLFET Admiral Sir Hugo White inspected ratings at HMS Defiance's final ceremonial divisions before the Fleet Maintenance Base was absorbed into the new-look HMS Drake, under the command of Commodore Mike Johnson.

The business management of Devonport naval base recently changed as a result of the Admiralty Board decision to appoint a one star officer (Commodore or equivalent) as Naval Base Commander.

As part of the formation of the Naval Support Command, Rear Admiral John Tolhurst (currently Flag Officer Sea Training and Naval Base Commander Portland), was relieved, last month, as NBC

Portland by the current Deputy, NBC, Capt Stephen Graham. Responsibility for Portland Naval Base has now switched from CINCNV-HOME to FO Plymouth.

● Right: Admiral Sir Michael Layard inspects Divisions during the change of command ceremony on board HMS Victory, watched by his predecessor, Admiral Sir John Kerr.



## Pennant lowered in Nelson

Last month the pennant of the Commodore of the Navy's shore establishment in Portsmouth, HMS Nelson, was hauled down for the last time.

Commodore Roger Lowndes, who retires from the Navy, was the last in the line of 53 commodores who have flown their pennants at HMS Nelson since it was opened in 1903 as a naval barracks. He is superseded as commanding officer of Nelson by Capt Andrew Slater.

The change is linked to the reorganisation announced last year of the Navy's regional command structure whereby the number of Area Flag Officers is to be reduced from three to two.

In April 1995, the post of Flag Officer Portsmouth — a rear admiral — will disappear and a new Flag Officer South will be established in Plymouth.

Within the new organisation both Portsmouth and Plymouth will have commodores as naval base commanders, with the shore establishments HMS Nelson and HMS Drake having captains as their commanding officers.

## Unit switched on at Haslar



Pictured with The Prince of Wales at the opening of the new Magnetic Resonance Imaging Unit at RNH Haslar are, from left, Surgeon Cdrs Jeremy Hogg and Lionel Jarvis, the radiologists involved in the procurement of the equipment, and Mr William Dowell, managing director of the manufacturers, Picker.

After opening the unit The Prince of Wales was introduced to Service and civilian patients on E6 Orthopaedic Ward by Sister Sally Pike.

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## Hours, all ours

Four of 819 Naval Air Squadron's six qualified helicopter instructors celebrated a milestone in their flying careers — amassing between them 15,000 hours' flying time.

Pictured about to tuck into the celebratory cake baked for them by LCK Kevin Silverthorne of HMS Gannet are (left to right) Lt Adrian Hands, Lt Mike Swales, Lt Roger Stringer and Lt Cdr Dave Duthie.

Picture: LA(PHOT) Mark Hipkin

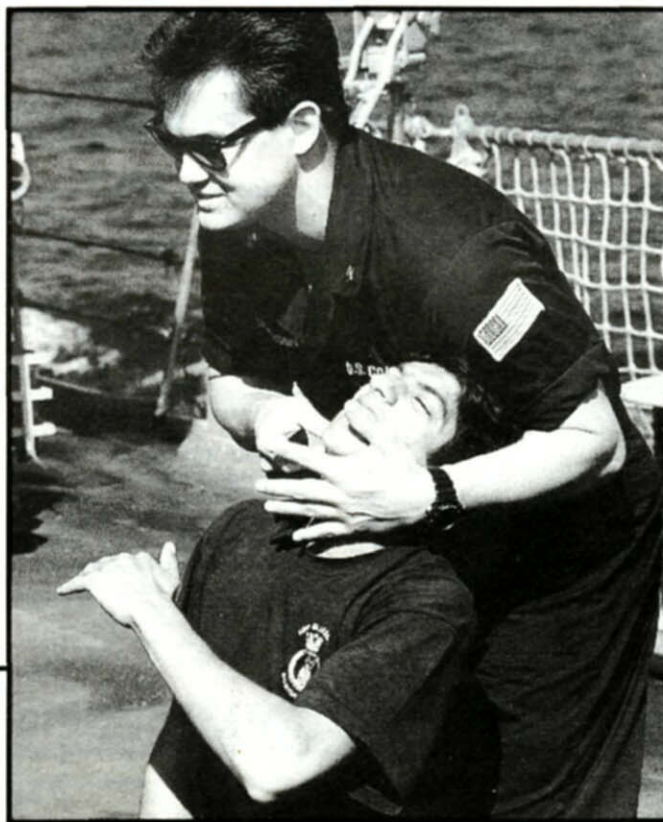
## GRAPPLING WITH CRIME

Getting to grips with United States Coast Guard enforcement techniques is WEM(O) Chetan Sharma, of HMS Glasgow, pictured at the mercy of Sgt MacPherson USCG.

HMS Glasgow's armed boarding party received highly specialised training from the USCG during the ship's Armilla Patrol. Coast Guard team leader on the occasion was the appropriately named WO Richard Glasgow, who took the opportunity of being photographed beside "his" lifebuoy.

The US Law Enforcement Detachment (LEDET) provided valuable lessons in techniques and procedures. Only a few days later they proved very useful when the Glasgow's team carried out a boarding on MV Norbulk Carrier in the northern Gulf.

Once a member of the now disbanded Royal Naval Auxiliary Service, Mr John Welch was among the 40 British UN observers monitoring South Africa's first multi-racial elections.



The 1993 British Aerospace Sword has been presented to S/Lt David Harrison by Mr Bob Bartlett, Projects Director of BAe's Dynamics Division.

The company makes an award annually to the special duties officer of the engineering specialisation who, on completion of his professional courses at RNC Greenwich and the Manadon phase of the post-promotion courses, is judged to have achieved the best overall results.

The presentation took place during ceremonial divisions at the Royal Naval Engineering College Manadon, where David is studying for an engineering degree.

A certificate and a cheque for £200 have been presented to CCMEA Eric Bailey under the Rosyth Area Staff Suggestions Scheme.

Eric, who serves in the Fleet Engineering Centre, Rosyth, pointed out that the testing and repair of electronic equipment being carried out by a commercial contractor could be undertaken by the Navy's own Module Repair Calibration Facility at Clyde Submarine Base.

The switch over will save the Ministry of Defence £20,000 a year.

Twenty years after being christened at St John's Church, HMS Neptune, Sarah Louise Watts is back at the establishment, serving as a weapon analyst. At the time Sarah was baptised, her father was a petty officer serving on board a submarine, but the Navy's even more thoroughly in her make-up than that — her mum is an ex-Wren writer.

Refusing to make a drama out of a crisis has earned Dr John Goddard, a senior science lecturer at Britannia Royal Naval College, a Commendation from Admiral Sir John Kerr, Commander in Chief, Naval Home Command.

Dr Goddard discovered a small fire in Casper John Hall while locking up after a drama rehearsal. He raised the alarm and then returned to the scene and isolated the electrical supply, despite rapidly thickening smoke. He then put out the blaze with an extinguisher.

To commemorate the 50th anniversary of the Royal Naval Air Medical School, Mrs Kathleen Johns presented framed copies of the first staff course programme to Capt David Newberry and Surgeon Cdr Peter Waugh.

Capt Newberry is the commanding officer of HMS Daedalus and Surgeon Cdr Waugh is president of the Royal Naval Air Medical Board and officer-in-charge of the RN Air Medical School.

Mrs Johns was the first Leading Wren Cinema Operator at the school when it was established at HMS Raven (now Eastleigh Airport) in March 1944. The present school is located in HMS Daedalus and is responsible for the training of naval aircrew in aviation medicine and combat casualty first aid procedure.

## This wall did not a prison make . . .



There were cheers and jubilation when the wall came down — not the Berlin Wall, but the "wailing wall" — the edifice erected at RN air station Yeovilton to mark the boundary between male and female accommodation.

Half a century on, the wall was deemed surplus to requirements and demolished. As the final slabs were being towed away, couples the wall had failed to thwart gathered nostalgically.

Among them (pictured above) were CPO Des Cosker and his wife Carol. Des is now the First Lieutenant's assistant and Carol, formerly a Wren Radar, a WPC with the Yeovilton MOD police.

## See you in six months

The handover of Adriatic peacekeeping patrol duties from the aircraft carrier HMS Invincible to the carrier Ark Royal allowed a brief reunion for two RNAS Culdrose-based brother-in-law helicopter observers.

Lt Paul Robertson (left) is a helo warfare instructor with 814 Squadron and is married to Lynsey, whose brother, Lt Darren Cartwright (right), is an HWI with 820 Squadron.



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## WRENS FIND NEW PERCH

Vice Admiral Sir Toby Frere, Chief of Fleet Support, has greeted Wren Writers Karen Lowton and Natalie Swan, the first Wren ratings to serve in Bath.

They arrived with the collocation of Naval Support Command to the Bath area and met the Vice Admiral during his visit to Foxhill.

Natalie works in the Ship's Office, another new venture for Bath, and Karen for the Customer Liaison Officer for the Marine Engineering Directorate, helping to maintain the important link between NSC and the Fleet.

Within the next two years there will be upwards of 500 Royal Navy personnel working in the Bath/Bristol area.

● Sisters Janette (30) and Margaret (29) Kendall from Oxfordshire have completed their basic training at HMS Raleigh.

The Kendalls joined the Royal Navy as operator mechanics, and previously worked at Thomas and Betts electronics factory. Their parents are ex-RAF and it is to that Service that a third sister has also pledged her allegiance. She is at present based in Germany.

## RUFF HAS COLLAR FELT AT CLYDE

Since joining the Royal Naval Provost team at Clyde Submarine Base earlier this year, Leading Regulating Dog Justice — nicknamed Ruff — has more than proved his worth.

His duties include meeting the public (especially children), ensuring a warm welcome for all at the Provost HQ, soliciting hugs and petting from anyone available, eating, sleeping and exercising the rest of the staff on a regular basis.

Ruff was rescued from the Cardonald Cat and Dog Home in Glasgow, where his temperament had already won him a lot of fans. He's pictured with two more of them — WEM Sharky Ward and LWREG Lorraine Perrin.

Ruff is more than willing to visit schools, clubs, community centres and public gatherings, accompanied by a colleague from the unit, who would be happy to explain the role of Provost HQ, Faslane.



## People in the News

### A PLATTER OF TASTE



WO Phillip Ashman, Supply Officer (Cookery) at RN air station Yeovil, returned triumphant from the World of Hospitality '94 competition.

The event, formerly known as Hotelympia, is one of the most prestigious culinary competitions and this year drew entries from 22 nations.

But Phil proved he could stand the heat in the kitchen by winning three gold medals and a silver, plus the award for the Best Overall Show Platter Dish.

Phillip was ably assisted by WCK Claire Shuker of HMS Heron. Their shipmate STD Mills took a bronze in the Cook and Serve competition.

In all 32 Royal Navy personnel competed at World of Hospitality '94 and they came away with 39 awards.



## Shock result!

Making an in-depth study of "the effects of solid additives on the sensitivity of rocket motors to shock initiation" seems to merit a prize on its own — but Lt Nick Roberts did that and more to earn this handsome trophy from the Institute of Explosives Engineers.

Nick took a Masters degree in explosive ordnance engineering at the Royal Military College of Science, Shrivenham, and for his performance throughout the six-month academic phase and in the individual project was named the best student.

He is now the sole RN representative at DRA Fort Halstead, where he's working in the Warheads and Terminal Effects Section and taking a particular interest in novel explosives.

Can there be anything worse than bad news about someone we love?

Especially if they're a long way away. Imagine Mrs. Jacobs' feelings when news came through that her soldier husband had been

are professional teams of health visitors and social workers supported by volunteers. All of whom are on call at any time.

Whether it's a Service-related problem or not, we are always there to offer any help

### When Sgt. Jacobs was shot in the chest, here's where it hurt most.

very badly wounded in action abroad.

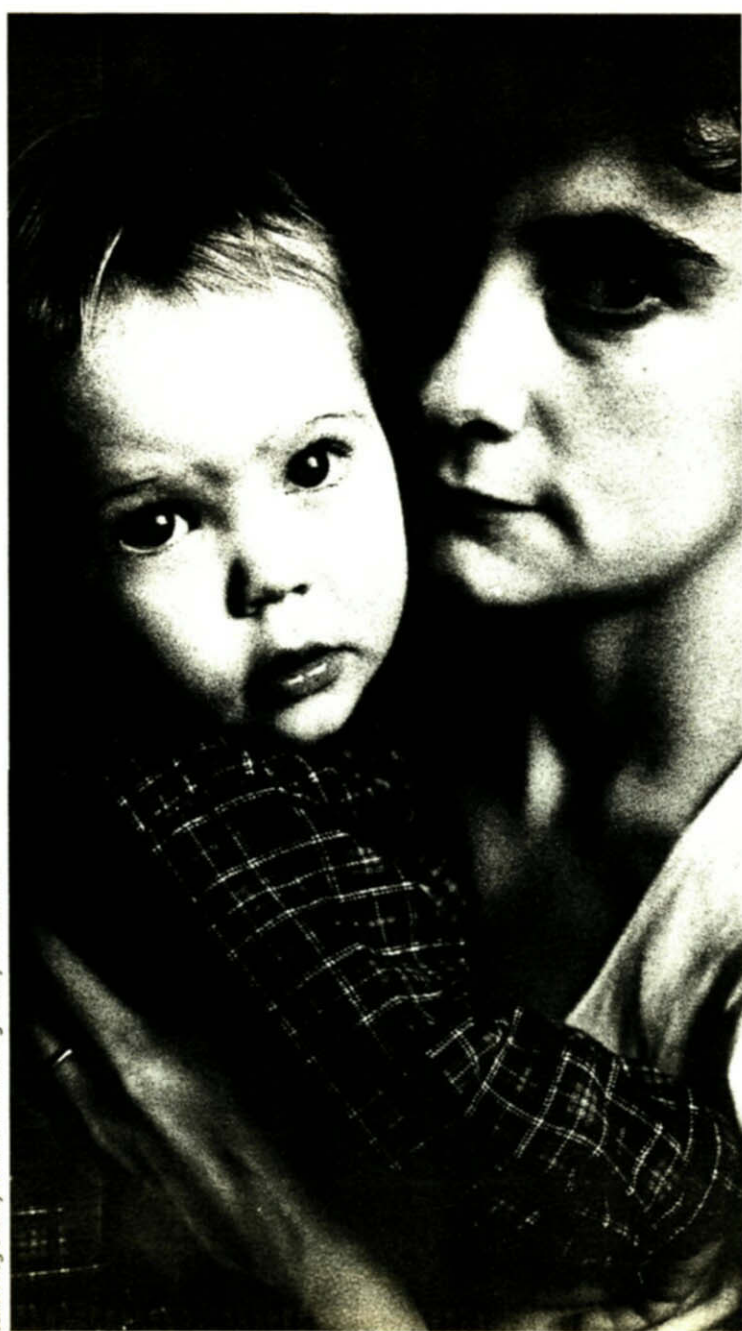
While an expert medical team was taking care of the injured Sgt. Jacobs, an expert team of a completely different kind was called in to support the shattered Mrs. Jacobs.

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'They didn't see why our 'Captain Courageous' should say this stops us visiting ports here — up our own East Coast!'

## NEWSVIEW

### Home truths from 'Furthest South'

In the darkest days of World War I, when thousands were being slaughtered on the Western Front, even his country's enemies were concerned for the fate of Sir Ernest Shackleton and his party of Antarctic explorers, who were then undertaking one of the great epics of survival (see centre pages).

Nearly 80 years on, once again there is savage fighting in Europe — while the latter-day Endurance has reached another "Furthest South".

On this occasion there was not the same cause for concern — the Navy's Ice Patrol Ship's latest expedition was infinitely better insured against disaster than Shackleton's.

So her achievements have passed almost unnoticed — and perhaps they seem hardly to matter in the context of the latest European tragedy.

In any case, feats of exploration are now regarded as something of a luxury. These days, if explorers encounter difficulty, they can usually be extricated from the mess they've got themselves into — at the expense of the public purse — so the risk is minimal in comparison.

So what's the point? Why should we foot the bill if things go wrong?

Well, the point is that efforts of this kind, undertaken by those who are still prepared to put up with a few attendant discomforts, still produce advantages for the rest of us who stay at home by our firesides — in the acquisition of knowledge, sometimes unexpected, that cannot otherwise be obtained. That remains true, even 80 years after Shackleton.

#### Common bond

The Navy's role in providing humanitarian relief in Bosnia — and in so many other places in recent years — is inevitably constrained by complex political considerations.

In Antarctica, where HMS Endurance has happily mixed with a wide range of small, international communities united by a common bond of co-existence in a hostile environment, it all seems so much simpler.

We are now on the eve of marking the 50th anniversary of the Royal Navy's biggest-ever relief operation. The rescue of Europe from Nazi tyranny — delivered, let it be remembered, mostly by HM warships.

Meanwhile, the spirit of co-operation between nations that exists in microcosm in the frozen wastes of Antarctica — where Endurance's people have enjoyed warm hospitality among Argentine and Russian communities, among others — points a moral to the current turmoil in the Balkans, melting pot of the great holocaust of the 20th century.

In the words of HMS Endurance's commanding officer, that is indeed "a fine example to the rest of our conflict-torn world."

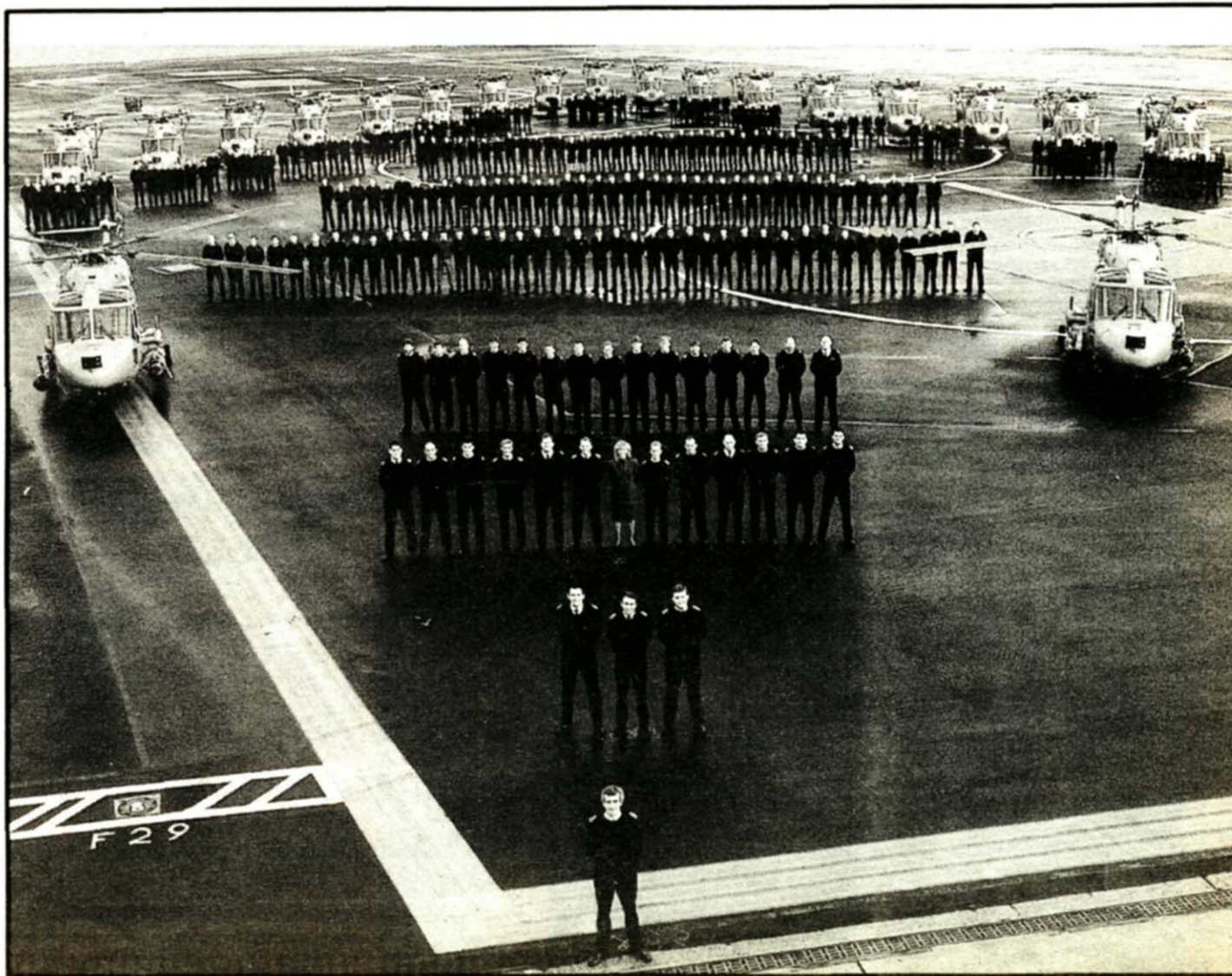
# ... and that's only the half of it!

Pictured here are just some of the officers and men of 815 Naval Air Squadron, based at RNAS Portland — now the largest helicopter squadron in Europe.

The 46 Westland Lynx helicopters comprise a Headquarters element of eight aircraft, and 37 operational sea-going flights cared for by 103 officers and 470 maintenance personnel.

The photograph was taken when many of the sea-going flights were disembarked for maintenance and leave — and so represents only about half the squadron.

Currently the remainder are deployed around the world, including the Falkland Islands, Antarctica, West Indies, Adriatic and Persian Gulf.





# Keeping a 'sharp' lookout

A busy six-month deployment in the Adriatic draws to a close for HMS Chatham during which time the Devonport-based frigate has acted as Flagship for the 2nd Frigate Squadron Commander, Commodore Alastair Ross.

Operating alongside other NATO ships HMS Chatham has been undertaking the task of enforcing the UN Security Council resolutions by imposing sanctions on Yugoslavia (Serbia and Montenegro) and an arms embargo in the whole of the former Yugoslav republic.

Operation Sharp Guard, as it is called, is a unique operation with NATO and Western European Union (WEU) forces combining under the single command of the Commander Combined Task Force (CTF) 440.

While enforcing the embargo HMS Chatham, using the ship's helicopter and sea-boat, has notched up 36 boardings of merchant vessels transiting the Adriatic, with a gross tonnage of 210,000 tonnes.

"We know there's not much we can directly do ashore," comments Chatham's CO, Capt Fabian Hiscock, "but it's quite clear that the situation would be much worse if we were not here, maintaining the blockade."

"It's easy to forget, when talking about the ship doing a boarding, that this involves men approaching an unknown ship, sometimes in bad weather, often at night, in a boat or a helicopter, and climbing the side on a ladder or jumping down a rope into an uncertain reception," he added.

"It really is a vital contribution, which is very well supported by the whole ship."

During her time in the Adriatic HMS Chatham played host to the Deputy Supreme Allied Commander Europe, General Sir John Waters, who visited the ship as part of his meeting with STANAVFORMED and to be briefed by Commodore Ross and his staff.

DSACEUR visited ships from both STANAVFORMED and STANAVFORLANT and after seeing HMS Chatham work on patrol he flew with the ship's Sea King and was winched onto the deck of the Greek ship HS Aegeon. Later he embarked in USS Dale and SPS Catalina.

Earlier in the year the staff of STANAVFORMED reached the half way point of their 12-month deployment to the Adriatic, an event which was celebrated in HMS Chatham with a conventional cake-cutting



ceremony. In true NATO style Commodore Ross also chose a traditional Dutch custom of marking the occasion by sawing through a log!

STANAVFORMED staff consists of six-multi national officers and 10 British senior and junior rates who operate from a variety of ships, constantly on the move. Following a recent spell on board the Dutch frigate HNLMS Van Kinsbergen they embarked in HMS Chatham before moving on to USS Comte de Grasse.

Since her patrol HMS Chatham has visited Cagliari, Bari, Trieste and Taranto, scene of 819 Squadron's Fairey Swordfish attack on the Italian Fleet during the Second World War (HMS Chatham's Sea King is an embarked flight from 819!). The ship also visited Piraeus where, in a last-minute operation, a team from HMS Defiance changed a Spey gas turbine while alongside.

Approaching the half way point of her deployment in the Adriatic is the Devonport-based frigate HMS Coventry. Since sailing in January she has visited Corfu, Venice, Toulon and Piraeus.



She has also played host to a number of VIPs including Secretary of State for Defence, Malcolm Rifkind, CINCFLEET, Admiral Sir Hugo White, Commander of the UK Joint Forces, General Sir Peter Wilsey, and Commander of the UK Task Group, Rear Admiral Mike Gretton.



● Above: Two ships of the First Frigate Squadron, HMS London and HMS Coventry steam past each other in the Adriatic.



● Above: Tri-Service Ops on board HMS Chatham — from left, Cpl Jules Sinclair (13 Sig Regt, Germany), POPCT(L) Don McLean, Lt Cdr Ian Smart (PWO), LCpl Andy Taylor (14 Sig Regt, Germany) and Jnr Tech Stewart Giles (399 Sig Unit, RAF Digby).

● Left: HMS Chatham on patrol in the Adriatic during Operation Sharp Guard. As part of Standing Naval Force Mediterranean she has been operating in waters close to the former Yugoslavia alongside ships from Greece, Italy, The Netherlands, Portugal, Spain, Turkey and the USA.

● Below left: HMS Chatham's Sea King picks up a boarding party from a merchant vessel after a search for non-UN sanctioned items.

Pictures: LA(Phot) Dave Coombs.

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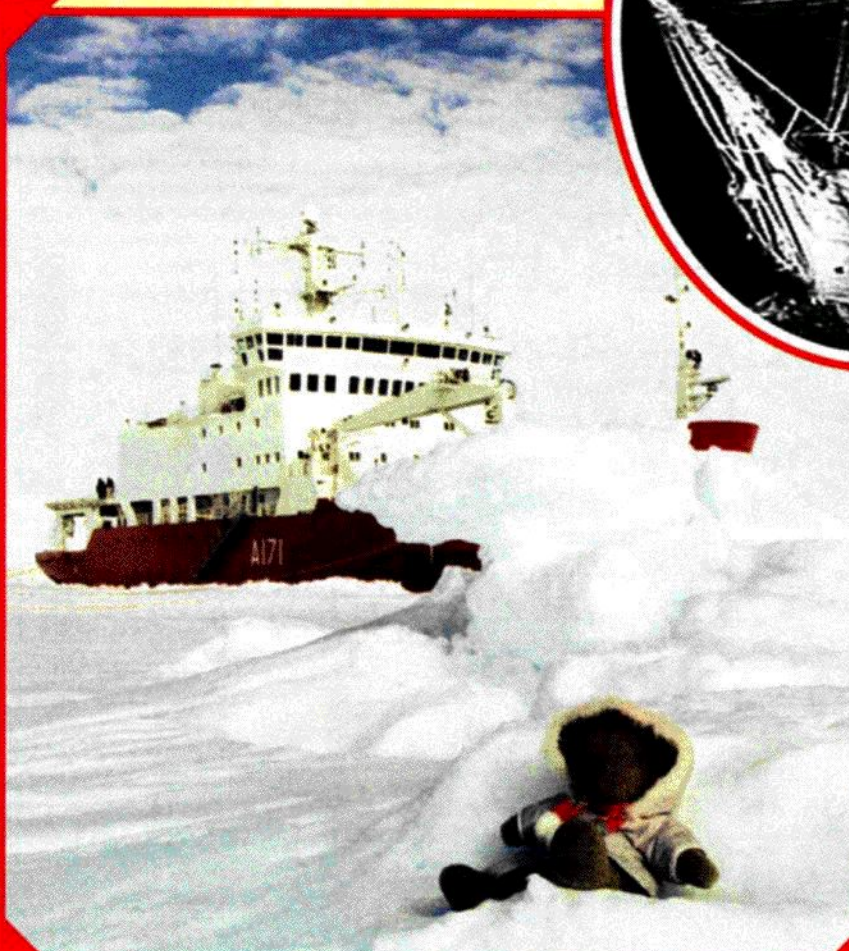
# OUT OF A 'Furthest South with Endurance



**Pictures by LA(Phot) Craig Leask**

**Clockwise from top left:**

- The James Caird survey motor boat at Signy in the South Orkneys.
- HMS Endurance's Lynx helicopters escort the British Antarctic Survey Twin Otter aircraft to the Euroshack project site.
- Weddell Sea — HMS Endurance in the ice.
- Shackleton's route into the Antarctic, showing the Euroshack project site.
- Survey work on Signy.
- Airlifting supplies from the BAS ship RRS Bransfield.
- Frank Hurley's famous photograph of Shackleton's Endurance, caught in the ice.
- Alfred the bear, a seasoned Antarctic campaigner from Manor Field Infant school, Basingstoke, on his third trip south in HMS Endurance.
- 434, one of HMS Endurance's pair of Lynx aircraft, flew further south than any other RN aircraft.

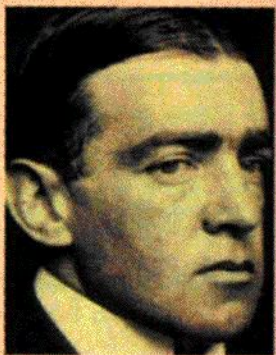




# ANTARCTICA

## South's Endurance

### The Waste Land



Sir Ernest Shackleton (above), died aged 47 of a heart attack on January 5, 1922, at sea on his last expedition to the Antarctic.

About this time TS Elliot was finishing *The Waste Land* — and was inspired by Shackleton's account in his book *South of a Mystical Experience* he had during his trek across South Georgia — that there was a ghostly presence guiding him on:

*Who is the third who walks  
always beside you?  
When I count, there are only  
you and I together  
But when I look ahead up  
the white road  
There is always another one  
walking beside you  
Gliding wrapt in a brown  
mantle, hooded  
I do not know whether a man  
or a woman  
— But who is that on the  
other side of you?*

HMS Endurance returns home to Portsmouth on May 19 after travelling further south into the Antarctic pack ice than any other RN ship.

In the Weddell Sea on January 29, she reached 77° 27' S 34° 02' W, close up against the ice shelf just 735 miles from the South Pole — having by coincidence closely followed the track of Sir Ernest Shackleton's *Endurance* 79 years before.

She passed close to the position (76° 34' S 31° 30' W) where Shackleton's ship was beset in the ice on January 18, 1915. The old *Endurance* had then drifted SW to reach the 77th parallel at 35° W four days before being carried NW by the floe. She was eventually crushed and sank on November 21 that same year.

The purpose of the Navy's sole Ice Patrol Ship's expedition this time had been to support the British Antarctic Survey in setting up a depot as close as possible to the Shackleton Mountains in preparation for next year's international project Euroshack.

This will be a geological survey investigating the tectonic plate theory — that the Shackleton range was once joined to Texas, USA. British, German, Russian and maybe Italian scientists will take part.

The *Endurance* used her two Lynx helicopters to lift 635 loads from the BAS ship RRS Bransfield on to the ice shelf so that the Survey's Twin Otter aircraft could ferry them on to the Euroshack site.

Temperatures were relatively mild for such a notoriously inhospitable corner of the globe, hovering around the -4 to -6 Deg C level with wind chill factors often bringing temperatures down to below -25 Deg C.

Ice conditions were far more severe than the seasonal norm, though, and there were times when progress was held up by large floes, too thick for the ship's ice-breaking capabilities.

The only answer was to sit and wait, allowing natural control by wind and tidal streams to ease the intense pressures acting on the floes and let small leads develop.

During one such waiting period *Endurance's* commanding officer Capt Alan Phillips took the opportunity to fly to the Argentinian Naval ice breaker *Ana Irizar* to discuss the Antarctic in general and the ice conditions in particular. His reception onboard was "extremely cordial" and Irizar's CO returned the visit the following day.

*Endurance's* pair of Lynx helicopters, 434 and 435, achieved notable 'airmarks' around this time, respectively celebrating their 3,000th and 4,000th flying hours.

More significantly, 434 flew further south than any RN helicopter when she reached 77° 55' S while taking Capt Phillips to visit the Argentinian Antarctic base General Belgrano II, situated on an isolated rocky outcrop.

**"I am now closer to understanding why Shackleton, Scott and their team members kept coming back."**

The British Antarctic bases at Signy in the South Orkneys and Halley on the SE side of the Weddell Sea were also visited. At Signy, Borge Bay was surveyed by the ship's hydrographic team, from the James Caird survey motor boat — named after the whaler Shackleton's desperate party dragged 500 miles over the ice to Elephant Island and then sailed 700 miles more to South Georgia in one of the greatest feats of exploration of all time.

The data collected will be used to update Admiralty charts now much in demand by cruise liners making more leisurely passages within the Antarctic Circle.

"It's a truly captivating place," Capt Phillips commented. "I am now closer to understanding why Shackleton, Scott and their team members kept coming back."

He was also keenly appreciative of the expressions of friendship he had encountered in visiting other Antarctic stations on the way south.

"The one outstanding aspect which equals the scenery is the international co-operation found in the Antarctic, which is a fine example to the rest of our conflict-torn world."

During the second work period of *Endurance's* six-month deployment, her role in support of the BAS was underlined by news of a fire in RRS Bransfield. *Endurance* was then restoring in the Falklands — but at once signalled her availability for a rescue mission.

This proved unnecessary — but she was required to provide secondary support by taking on many of Bransfield's vital logistic tasks on the Antarctic peninsula.

Using her helicopters and assorted ships boats, *Endurance* helped with the end of season removal of scientific material and personnel. The Antarctic winter's rapid approach enforced the urgency of a timely extraction as she lent a hand along with RRS James Clark Ross.

Extra tasking for this period demanded a rapid rearrangement of *Endurance's* already considerable workload, so it was decided that the prime survey job would be carried out by a detached boat camp while the ship continued with other commitments.

A group of ten assorted surveyors, engineers and Royal Marines moved into a BAS hut deserted by all but Gentoo penguins for the past 30 years. (This had been built as part of the Royal Navy's World War II Operation Tabarin, a covert visual and listening station to monitor shipping movements. After the end of hostilities, environmental observers had continued recording meteorological and geological data, eventually forming the Falkland Islands Dependency Survey in 1948).



The priority of safety in such austere conditions meant that every precaution had to be taken to prepare the detached group during the period of separation. Despite severe weather, a survey of Port Lockroy and its approaches was completed — once again using the James Caird.

Again too, this will prove invaluable on an increasingly popular itinerary for cruise ships. One of these, the CIS Academic Yoffi, chanced by and invited some of the boat camp on board.

After Cpl Pomeroy, RM had given an impromptu dissertation on *Endurance's* role to a multi-national audience, the group was treated to hot showers and returned ashore laden with fresh fruit and vegetables.

Despite the Antarctic's minute population, a large number of scientific research bases allowed *Endurance* to represent a "sovereign presence" to a wide variety of nationalities — including, in this latter period, Russian, Uruguayan, Brazilian, Chilean, Chinese, Argentinian, South Korean and American as well as British communities — all offering warm hospitality in one of the world's remaining remote outposts of civilisation.

One visit to the Brazilian base Ferraz produced 120 crates of ale, donated by the Antarctica Beer company in Rio de Janeiro. These were load lifted from *Endurance* to the base by one of the Lynx aircraft — a timely gift, as it turned out, for stocks were just about exhausted...

The annual 'winter Olympics' produced many hidden talents on the slopes, in a series of events painstakingly prepared by the ship's RM detachment. Cross country and downhill skiing were among the more obvious items, but the ingenuity of the Royals resulted in a toboggan run, a puck race, a death slide — and everyone's favourite, 'poly bagging.'

Throughout, the ship was host to a succession of BAS scientists — plus a production team for British Satellite News, embarked to make a documentary about the ship's work.

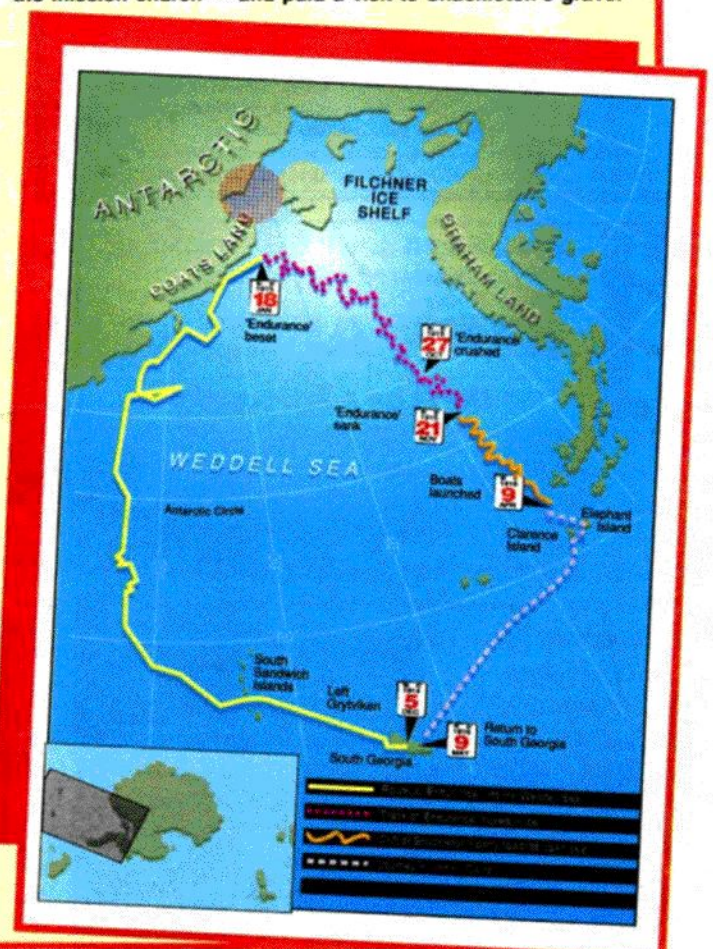
All passengers finally disembarked at Punta Arenas, allowing *Endurance* to proceed northward along the west coast of South America, catching up with the long-awaited mail before heading east towards home on the final leg of the deployment.

Communications with families during this period were a major difficulty and it was therefore a great morale booster to be able to send a weekly 30-word message — 842 were sent and gratefully received.

● Off South Georgia RAF Grey Rover rescued lone Australian yachtswoman Anne Lisa Guy (44), missing for two months while attempting a circumnavigation of Antarctica.

An MOD spokesman said her chances of being spotted by the RFA were 'a million to one'.

Norfolk-born Miss Guy, her fuel running out, had twice tried to sail into Grytviken, but had been beaten back by high winds. With Grey Rover's help, her yacht *Wildflower* finally made it into harbour, where she gave thanks for her rescue at the mission church — and paid a visit to Shackleton's grave.





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# JULIA PULLS IT OFF!

A couple of old-style, fan-pleasing Hollywood star vehicles are released on 16mm this month. *The Pelican Brief* showcases the talents of Julia Roberts, developing the person she has built up over her last half-dozen movies: wide-eyed, little-girl-lost appeal, masking the determined, resourceful woman underneath.

However, the director, Alan Pakula, faced a major problem. Although he keeps the film's plot shrouded in mystery for as long as possible, via enigmatic assignments, ambiguously motivated killings, etc, he eventually arrives at the point when he must come clean as to what is going on. It's more a sense of embarrassment than one of discretion which keeps one from saying more, although those with a taste for unrestrained conspiracy theories may find something here to stimulate them.

But never mind. The point of the exercise is the divine Julia (pictured above), who's seldom off the screen, as she races to and fro across America, dodging hit-men, exposing corruption in high places and being generally magnificent. Various other players — Denzel Washington, Sam Shepard, etc — remind us what the expression "supporting actor" really means.



*The Concierge* is similarly Michael J. Fox's picture from first to last. The pint-sized Fox has generally

marriage.

On the side he plans for the day when he can actually run his own hotel, and



## Screen Scene

tried to base his appeal on his air of being an uncomplicated nice guy. So it is here, in his role of the Mr. Fixit of a large New York hotel, sorting out his guests' problems, from obtaining front-row seats for *Cats* to advising on the best way to patch up a disintegrating

nurses a secret love for the beautiful girl at the cigar stand who (this is the plot) is having an affair with the property-developing cad — a Brit, naturally — who is in a position to help Fox buy his dream hotel. The star races around from crisis to crisis — you can lose weight just

watching him — and both he and the picture remain extremely likeable throughout; but the message that nice guys don't always finish last and that virtue is sometimes rewarded may seem slightly out of time in this cynical age.

Recent video releases include *Born Yesterday*, a lively remake of the old Judy Holliday comedy classic, which most people will have caught on the box at the same point in their lives. It's the one about the mobster, his "dumb blonde" girlfriend and the journalist who is hired to give her an air of respectability. No prizes for guessing which of the roles is played by Melanie Griffiths, which by Don Johnson and which by John Goodman; or for guessing how everything works out in the end.

And anyone with over three hours to spare could do worse than watch *Blood In, Blood Out*, which follows a trio of friends from the Los Angeles barrio, from their teenage escapades to their adult destinies on different sides of the law. The film's length, plus a cast of complete unknowns (one of whom is, distractingly, a dead ringer for Paul Gascoigne) combined to ensure that it bypassed cinemas in Britain and was released direct to video. Even so, it was one of the better American movies of 1993.

— Bob Baker

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In happier times, Yeoward steamers carried passengers and fruit between the Atlantic islands and UK for many years. The history of the Company, *Sunward by Yeoward*, will be published in this centenary year of Yeoward Brothers Ltd and the directors would like to present a complimentary copy to all who served in, or sailed in, the company's vessels — SS *Aguila*, *Avoceta*, *Ardeola*, *Alca*, *Andorina* and *Alondra*.

If you have any connection with the ships of the Yeoward Line, please contact Mr David Bishop, Yeoward Group, Yeoward House, Trueman Street, Liverpool L3 2BA (051 236 2621).

## SPY STORY

A wish to write "about the kindergarten days of the Secret Service when they were having to invent the rules as they went along" has come to fruition in Gavin Lyall's latest thriller, *Spy's Honour* (Hodder and Stoughton, £15.99). In it an investigation into the death of a Royal Navy officer at Kiel Yacht Regatta reveals a plot to change world history...

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The couple have to date raised £120,000 from their other books of wartime memories. This one is already leaving the others trailing, however, after they wrote to 700 newspapers asking for D-Day stories from readers.

Cost is £16 inc pp, cheques payable to Dunkirk CA,

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The other "We Remember" titles cover *Dunkirk* (£16), *The Blitz* (£12), *The Battle of Britain* (£12), and *The Home Guard* (£12). Ordered together, the *D-Day* and *Dunkirk* books cost £28.

— JFA

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# Images of squalor and fear still painfully fresh

Eye-witness accounts form the basis of new studies of two of the most ambitious campaigns of the world wars — one a protracted and costly failure, the other a spectacular success, though both were attended with great loss of life.

To the end of his days, Roger Keyes believed the Turks were "absolutely beaten" by the Naval bombardment of the forts guarding the Dardanelles on 18 March 1915.

"... it only remained for us to organise a proper sweeping force and devise some means of dealing with drifting mines to reap the fruits of our efforts," he wrote 25 years later.

Few of the other experienced naval commanders in the area had the same impression. The reality was that of the 16 capital ships engaged, three had been sunk and three more put out of action.

## Defeated

The surviving units withdrew — and the forts, though badly damaged, were eventually repaired. In what was to prove one of the most concentrated naval actions of the war, the Royal Navy had been defeated.

From then on the whole campaign was doomed. As Nigel Steel and Peter Hart observe in *Defeat at Gallipoli* (Macmillan £17.99) it probably had been from the start — it is even doubtful whether the Turks would have quickly surrendered had the ships carried on to Constantinople, as Keyes believed they could still have done.

So much for the "might have beens." What actually followed was a long, bloody and ultimately futile attempt to attack the "soft underbelly of Europe," in which disease took a notoriously heavy toll.

Much of the sordid truth is recounted here by the men who took part, in letters and diaries written at the time — whose contents could not be made public then and have not appeared in print since — and recorded interviews made many years later.

Many of them served in the Royal Naval Division. Ordinary Seaman Joe Murray's de-

scriptions of the horrors of dysentery, which afflicted nearly everyone who set foot on the peninsula, leave nothing to the imagination: "My old pal, a couple of weeks ago he was as smart and upright as a guardsman. After about ten days to see him crawling about, his trousers round his feet, his backside hanging out, all soiled, his shirt — everything was soiled. He couldn't walk. My pal got a hold of him by one arm, I got a hold of him by the other... It's degrading, dragging him to the latrine, when you remember how you saw him just a little while ago."

## Sideways

"We lower him down next to the latrine. We're trying to keep the flies off. We were trying to turn him round, put his backside in towards the trench. I don't know what happened but he simply rolled into this foot-wide trench, half sideways, head first into this slime. We couldn't pull him out, we didn't have any strength and he couldn't help himself at all. We did eventually get him out but he was dead, he'd drowned in his own excrement."

Far from being "a gambler's unlucky hand, a fair risk that failed" as Gallipoli apologists have since tried to maintain, the present authors show that the campaign was lost "not on the beaches or in the gullies... but in London".

Kitchener constantly balked at assigning enough troops and resources to give it any real chance of achieving success.

Likewise, *Eye-witness D-Day* (Robinson publishing £5.99) tells another epic tale from the point of view of the ordinary Joe who took part — a guiding principle that informs *Navy News'* own three-part survey of the events of the summer of 1944 which begins this month.

## Triumphal

Here Jon E. Lewis combines Allied and German first-hand accounts to puncture the myth of the invasion of Europe as "one glorious day in June, followed by a triumphal march on Paris."

Cornelius Ryan's book *The Longest Day* — and the film version that mobilised a pan-

theon of Hollywood action men — has perpetuated this legend. It was actually a much more protracted affair. It took ten weeks of painful struggle for the Allies to get out of Normandy and at times the infantry casualty rate rivalled that of the Western Front in World War I — simply because, as one Allied combatant put it, "the Germans were bastard hard to beat."

Many of the troops waiting for the order to embark expected the worst anyway. Mne Stanley Blacker recalled: "Our commanding officer said, 'This is it chaps', and we were ordered to kneel in the road in three ranks. Then the local vicar appeared like magic, prayed and said 'Please God give them courage to face the enemy.' There was no saliva in my mouth. I thought I was sailing to my death."

Blacker was to go to France in one of the smallest invasion craft — a 50ft LCM, completely open to the elements. Many, if not most, of the Marines had never served afloat — and the rough crossing caused dreadful seasickness.

## Insulation

George Collard, of the 1st RM Armoured Support Regiment, knew from experience, though, that a feast of Army hard-tack would lie like concrete in the stomach and so took the precaution of installing some insulation. "No seasick tablets were given the Marines as was given to other troops — a point of pride, I suppose!"

Not so lucky William Seymour RN — though maybe he was, really: "I wasn't scared. If you're being seasick you feel like you're dying anyway."

The Naval element in the greatest amphibious operation of all time is well represented in *D-Day — Piercing the Atlantic Wall* (Ian Allan £25) by Robert J. Kershaw.

This account is recommended for once again concentrating on personal reminiscences to view the landings and all that followed as a multitude of desperate, small-scale endeavours.

Kershaw wisely relies by preference on sources that are properly contemporary — later offerings from veterans are

proffered with the caveat that they truly reflect the business of combat, presented as "snapshot."

For memory can be faulty — as Anton Hanney found when trawling through the huge postbag that resulted from our own request for information from readers who helped make history half a century back.

Few people today have endured warfare at the intense levels of those who experienced D-Day. If it all passed in a haze of fear and confusion then, how can you expect memories to be pin-sharp today?

The most honest and realistic recollection Kershaw picked up came from a Canadian:

"Honest to God, I don't remember a thing. I remember the outfit marching down those lanes in England near the coast and then sleeping in a big hall that night and then loading up next afternoon and then going across the Channel and it was dark... I don't remember going ashore. I don't really know how I did, whether we had to wade or if we just ran up the beach when they dropped the gate. If there was heavy fire I don't remember..."

"The first thing I remember, and this is the God's truth, I'm sitting with my back to a German tank and there's guys all around me and we're eating C-rations."

— JFA



Pte Harry Baker in 1914 and (inset) Harry Baker at the Cenotaph in 1991, from *Defeat at Gallipoli*.

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Royal Marines of 46 Commando advance through Douvres on their way to Caen on June 8, 1944. This Royal Marines Museum photograph is one of the illustrations in *Eye-Witness D-Day*, edited by Jon E. Lewis.





## Calling Old Shipmates

**HMS Greyhound (1941):** Gloria Hooper, 65 Highclere Gardens, Rotherham, Plymouth, Devon PL6 7EB (tel. 0752 781725) would like to hear from anyone who served in the ship, in particular anyone who knew George Henry Rippon. She would also be interested in photos or any other information regarding the ship.

**Greenwich Royal Hospital School (1914-1918):** Gus Britton, Researcher, Submarine Museum, HMS Dolphin, Gosport, Hants PO1 2AS (tel. 0705 589985) is researching the casualty list for Greenwich boys during the First World War and would like the names of anyone killed between 1914-18.

**HMML 870, Greek sweepers, GYMS 2074 and 2191, HMS Lame and HMS Clinton Oct 15, 1944:** Bill Crawford, 11 Richmond, Ryhope, Sunderland SR2 0BW (tel. 091 5213102) is visiting the island of Aegina where the ships were sunk and would like to hear from anyone who may also be visiting on the 50th anniversary of the sinkings.

**HM ships Ganges (1955), Ceylon (1958-59), Dolphin and Broadsword (1962):** Mike Smith, 13 Cromwell Ave, Thame, Oxon OX9 3TG (tel. 0844 261072) would like to hear from old shipmates, in particular instructors POs George Whale and Chessum (later to become Lt Chessum), Bung Williams, John Keyes and Eric Chapman.

**HMS Duncansby Head (1945-46):** Doc Morton, Tredern, St Clement, Truro, Cornwall TR1 1TA (tel. 0872 73548) would like to hear from old shipmates, in particular Mr Buchanan, Commissioned Gunner and Diving Officer Jan Gerry CPO Shipwright i/c Diving Squad, both living in the Plymouth area, or any other members of the diving squad.

**HMS Raleigh, Class 44A and 44B, June 1955:** John Dinsmore, 6 Clarence Court, Coleraine, Co Londonderry BT51 3BH (tel. 0265 43233) would like to hear from old shipmates, in particular Pete Wise, John Burl, Norman Whitehead, Ron Craze, Cyril Snapes, Noel Coard, John Alsop and Will Bent.

**HMS Ganges, Hawke Division, 45 Mess, 1952, and HMS Indomitable, 1953:** R. B. Harris, 1 Hollies Walk, Wootton, Beds MK43 9LB (tel. 0234 758981) would like to hear from old shipmates, in particular C. J. Undy, Gardner, Ozenbrooke, Ellis, Newwood, Cumberland, Slater, Frith, Newwood, Kyle, Holmes, B. Wallace, Cox, Doyle and Harris.

**HMT Amber T88 (1943-45):** Don Simonds, 8 Downlands Close, Sompting,

Lancing, W. Sussex BN15 9JL (tel. 0903 763646) would like to hear from old shipmates, in particular John Westley.

**HM ships Mashona and Saxifrage:** A. Ross, 24 Chieveley Close, Rugeley, Staffs WS15 2TF would like to hear from old shipmates.

**HMS Activity:** Mr F. Wilson, 19 Shirley Close, Holme Hall, Chesterfield S40 4RJ would like to hear from old shipmates, in particular P. Oikle and V. Rosier.

**HM ships Tally Ho and Taurus:** Poopal Nagiah, 43 Main Rd, Port Dickinson 71000, Negri Sembilan, West Malaysia would like to hear from old shipmates.

**HMS Battler (1943-45):** Andrew Halliday, 37 Yeaton Garth, Wawne Rd, Hull (tel. 0482 824730) would like to hear from old shipmates.

**HMS Loch Quoich:** Former shipmates are invited to contact A. E. Powell, 162 Dartmouth Rd, Paignton, South Devon TQ4 6NP (tel. 0803 842384) with a view to forming an association.

**HMS Naborsford and Golden Hind, Australia (1945-46):** L. A. Perry, 14 Huntington Close, Elecbana, New South Wales, Australia 2282 would like to hear from naval airman Albert Horace Striland.

**HMS Swiftsure (1950-52), Helsinki Olympic Games:** Jim (Spike) Hughes, 10 Thriestane Cres, Far Gotton, Northampton NN4 8HF (tel. 0604 761238) would like to hear from shipmate Len Cottrell, from Stoke Newington area with a view to attending a retirement party on June 16.

**Ex-US Coast Guard Cutters:** The Cutters Association welcomes ex-shipmates from HM ships Banfil, Culver, Fishguard, Gorleston, Hartland, Landguard, Lulworth, Sennen, Totland and Walney. Contact Sid Simkin, 67 Orchard Way, Wymonham, Norfolk NR18 0NY.

**HMS Packenham (1942):** Arthur Rouse, 2 Kings Close, Bembridge, Isle of Wight PO35 5NX (tel. 0983 872426) would like to hear from any survivors.

**HM ships Jaguar (1963-64), Eastbourne (1965-66) and Forth (1967-69):** Ex-CK(S) From, 37 Courtney Way, Kingswood, Bristol BS15 2RY (tel. 0272 490954) would like to hear from old shipmates.

**HMS Campanula (1941-45):** John Hiley, c/o Mij Wilkinson, North Midgelden Farm, Bacup Rd, Cloughfoot, Todmorden OL14 7HP (tel. 0706 818929) would like to hear from old shipmates.

**HMS Cheviot D90:** Old shipmates are

invited to contact Vic Denham, 92 Swallow Rd, Larkfield, Kent ME20 6PZ (tel. 0732 841654) with a view to a reunion — s.a.e. appreciated.

**Eighth Destroyer Assn** invites former shipmates to join. Details from Eric Mulliner, The Bungalow, Selehurst, Brighton Rd, Lower Beeding, Horsham, West Sussex RH13 6PR (tel. 0403 891556) — s.a.e. appreciated.

**Leicester Careers Office (1970-80s) and G & A Warden's Small Bore Rifle Club:** Would Nick Nicholson, former CPO, contact T. A. Sidwell on 0455 822105 as soon as possible.

**HMS Despatch (1940-42):** John Ellison, Goose Green House, Egham, Surrey TW20 8PE (tel. 0784 432392) would like to hear from old shipmates.

**120 LCA Flotilla, Combined OPs:** Anyone involved in landings at Sicily, Salerno, Anzio, Elba or Southern France contact Frank Moses, 147A London Rd, Boston, Lincs PE21 7HQ (tel. 0205 364414).

**HM ships Upstart, Tally Ho and Tip Toe:** Peter (Dinga) Bell of Vancouver, Canada (tel. 0101 904 713 3622) would like to hear from Ron Sloan.

**888 Squad RM (1944-46):** Former squad mates interested in attending a possible reunion in June contact Norman Periman (0934 820553), Maurice Smith (0472 822328) or Joe Kelly (0902 782471).

**HMS Kingsmill:** H. W. Budden, 55 Chester Court, Jamaica Place, Gosport, Hants PO12 1TD (tel. 0705 529054) would like to hear from old shipmates.

**HM ships Ambuscade, Ripley, Grey Shark and Grey Seal:** Anyone with information about ships' associations contact Edward Hardie, 29 Garry Street, Cathcart, Glasgow G44 4AZ.

**Submarine Coxwains Assn:** Anyone wishing to join contact CPO(Coxn) SM Barry Jenkins, WOs and SRs Mess, HMS Dolphin or Mr L. F. (text) Golding on 0329 313144.

**Combined Operations Pilotage Parties:** Anyone who took part in COPP or who was involved with the landing barges that left from Hayling Island Sailing Club for the D-Day landings contact Valerie Catchpole, Hayling Island Sailing Club, Sandy Point, Hayling Island, Hants PO11 9SL (tel. 0705 465768) with a view to attending a commemorative function.

**HMS Manners:** F. J. Bragg, 33 Cherry Lane, Hampton Magna, Nr Warwick CV35 8SP (tel. 0926 493980) would like to hear from old shipmates with a view to arranging a reunion.

**HMS Howe:** All former shipmates are invited to join the association. Details from Reg Goldsmith, 28 Hamtun Cres., Totton, Southampton, Hants SO4 3PA (tel. 0703 862927).

**BPF or EIF:** The 50th anniversary committee would like to hear from shipmates who served in HM ships Colossus, Glory, Vengeance, Arbiter, Ruler, Slinger, Speaker, Vindex, Reaper, 24th DF (Troughbridge, etc.), 28th DF (Wager, etc.), sloops, frigates and submarines. Send s.a.e. to

Mansel Evans, Bryn Deryn, Lon-yr-Elgwys, St Brides Major, Bridgend, Mid Glamorgan CF32 0SH.

**HMS Fieldfare and Osiris (1947-48):** Verne Hayward (nee Lloyd), PO Box 292, Tawantin, Queensland 4565, Australia, would like to hear from Wren Writer Barbara Harrod.

**HMS Apollo:** Ginger Jones (tel. 081-399 1355) would like to hear from old shipmates.

**HMS Fowey (1944-45):** C. W. Farley, 40 Tennyson Rd, Ellesmere Port, South Wirral, Cheshire L65 7DG (tel. 051 355 9452) would like to hear from old shipmates.

**HM ships Minerva (1980-81) and Lowestoft (1981-83):** Simon Grunshaw, 90 Lonsdale St, Accrington, Lancs BB5 0HJ would like to hear from old shipmates, in particular Fish and Dave (Ratler) Morgan.

**HMS Cavalier:** Anyone who served in 1944-72, including Gib refit 1964-66, and who wishes to attend the Cavalier's golden jubilee on Aug. 26-30 contact Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD (tel. 0752 768201).

**HMS Hound (1942-44):** Bung Williams, 24 Barryfields, Shalford, Braintree, Essex CM7 5HJ (tel. 0371 850806 or The Algeines Association on 0202 875707) would like to hear from old shipmates, in particular SBA Bardsley, Bill Barlow, Lt Ball, Jock Burrows and Jennings.

**HMS Albatross, 710 Sqn (1942-43):** Tex Crawford, 29 Clifton Rd, Ruddington, Notts NG11 6SS (tel. 0602 215827) would like to hear from old shipmates.

**Hospital ship Talamba, Sicily 1943:** Ted Brown, 28 South View Ave, Swindon, Wilts SN3 1EA (tel. 0793 535275) would like to hear from survivors who were picked up by HMS Tartar when the hospital ship was sunk off Sicily on July 10, 1943.

**HMS Corunna (1956-57), HMS Barnard and HMS Diamond (1960-63):** Ron Howell, Cornersway, Wood Burcott, Towcester, Northants NN12 6JR (tel. 0327 350246) would like to hear from old shipmates, in particular his best man ex-Fleet Chief Chris Grey.

**HMS Kenya (1940-44):** Harry Jenkins, 442 Norris Rd, Sale, Cheshire M33 2RE (tel. 061 962 1718) would like to hear from Chief ERAs and ERAs.

**MTBs 54 and 782, Scheide Estuary, Dec. 28, 1944:** D. C. Purton, 21 St Davids Rd, Llandudno, Gwynedd LL30 2YL (tel. 0492 875406) would like to hear from anyone who served with Tel. K. Thorne, who died when the ship was mined in Dec. 1944.

**4th ML Flotilla:** John Champ, 41 Nauton Cres, Cheltenham, Glos GL53 7BD (tel. 0242 513220) would like to hear from anyone who served in the flotilla under John S. E. Page, with a view to a reunion.

**HM ships Vanquisher and Tintagel Castle, April 1945:** Herrn Arnold Timmerman, 27798 Hude 1 Hurrell, Vossberg 4, Germany would like to hear from surviving shipmates involved in the sinking of U-878 on April 10, 1945.

## Over to You

**Troop ship Pasteur, 1940:** Patrick Gluck, Wallisellenstrasse 328, CH- 8050 Zurich, Switzerland, is looking for information and photographs of the ship Pasteur which took part in Operation Bolero on Aug. 2 1942. It was under the management of Cunard White Star as a troop ship and was based in Southampton.

**Convoy to Suez, May 20 1941:** George H. Hilton, 23 Alexandra Ave, Wentworth Falls, New South Wales, Australia 2782 would like information regarding the convoy bound for Suez which comprises a half-a-dozen liner and a large cargo ship carrying troops and equipment to the Middle East.

**HMS Euroclydon, Malta 1946:** Mr G. Gwilliam, 6 Tearnie St, St Johns, Worcester WR2 6BJ would like to know of the exact location of the establishment. He visited Malta recently and was unable to find it.

**HMS Caledonia (1937-39):** Former apprentices, boy seamen and communicators who may have a No. 6 Journal of Training contact the association, c/o Jim Duckworth, 87 The Howe, Murdishaw, Runcorn WA7 6EE.

**LST 406, Normandy, 1944 and India, 1945:** O. A. O'Neill, 110 Lingfoot Cres, Jordanthorpe, Sheffield S8 8DB would like a copy of a photo of the ship.

**HM submarine Valiant and Class (build to disposal):** Steve McQueen, Fastnet West View Rd, Gere Alston, Yelverton, Devon PL20 7DD (tel. 0822 840703) would like information (stores, photographs, experiences, etc) to help compile a book on the history of these boats.

**HMS Implacable:** N. D. Ferns, 32 New Rd, Clantfield, Portsmouth, Hants PO8 0NR (tel. 0705 593486) would like to know if there is a ship's association.

**HMS Narvik, Hydrogen bomb test, Maloen Island, 1957:** Mick Cook, 2 John son Close, Rochford, Essex SS4 1TP would like information about the family who lived on the island and mined guano in the early 1900s.

**Wrens black cap:** Mrs Moira Miller, 24 Old Priory Rd, Southbourne, Bournemouth, Dorset BH6 3AQ (tel. 0202 424238) would like a Wrens wartime black cap.

**HMS Vernon, 1934:** Mrs S. J. Buckley, 19 Sharman Way, Gonsall, Stafford ST20 0LX has found a silver medallion and chain engraved with "HMS Vernon, inter-part, 1934, C. T. Boucher" and would like to return it to his family.

**Castles Shipbreaking Yards (1838-1938):** Anyone who has information, photographs of the shipbreaking yards on the Thames contact Julia Sargent, Castles of Plymouth Ltd, Estover Close, Plymouth PL6 7PL (tel. 0752 737 333).

**HMS Picotee, Aug. 12 1941:** Mrs D. Laws, 34 The Village, Charlton, London SE7 8UD is organising a memorial service at St George's Church, Chatham dockyard on Aug. 12 in honour of all those who died when Picotee was sunk by U-568 and would like to contact families of the ship's company with a view to attending.

**Greenwich and Holbrook Royal Hospital School:** Gus Britton, Researcher, Royal Navy Submarine Museum, HMS Dolphin, Gosport, Hants PO1 2AS (tel. 0705 589985) intends to prepare a list of casualties suffered by ex-boys during the school's existence (the names of boys killed in the RAF, Army, Merchant Service or in air raids are also required).

**HMS Recruit:** Anyone wish to buy the ship's bell contact Mr F. R. Ellison, 39 Moors Lane, Northfield, Birmingham, West Mids B31 1DG.

## Reunions

**HMS Isis** will hold their next reunion and 50th anniversary memorial service in Portsmouth on July 20. Details from W. Davidson on 091 2526048.

**RN & RM Gunnery and Missile Instructor Assn** will hold their 48th reunion at the Drill Shed, HMS Excellent on July 2. Details from CPOGI Chris Francis on 0705 550143 ext. 4016 or 0489 7833265.

**HMS Duke of York** will hold their next reunion at the Royal Fleet Club, Devonport on Sept 17. Details from Mr R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ (tel. 0928 725175).

**856 NAS, Squantum, USA, March 1944** will hold their 50th anniversary reunion in Portsmouth on Aug. 26. Details from Peter Thallion, 11a Moor Terrace, The Headland, Hartlepool, Cleveland TS24 0PS (tel. 0429 863273).

**HMS Whitesand Bay Assn** will hold their seventh reunion at the Royal Sailors' Home Club, Portsmouth on March 4, 1995. Details from Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD.

**HMS Hood Boldre Service** will take place on May 22, the reunion will be held at the Royal Sailors' Home Club, Portsmouth, on May 28 and a church service will be held at St George's Church, The Hard, Portsmouth, on May 29. A Gibraltar Commemorative Crown is also being minted. Details from J. R. Williams, 14 Elizabeth Rd, Stubbington, Fareham, Hants PO14 2RF (tel. 0329 667983).

**HMS Truculent:** Members of Medway branch SOCA hope to hold a memorial service to mark the 45th anniversary of the loss of the submarine on Jan 10, 1995. Details from Don Ritchie, 66 Layfield Rd, Gillingham, Kent ME7 2QZ (tel. 0634 575212).

**TS Beatty, Edinburgh Sea Cadet Unit** celebrates its 50th anniversary on June 16. Former cadets and staff who wish to make contact regarding a reunion or other social events contact Lt Cdr (SCC) T. Howie on 031 669 7604.

**HMS Wildgoose (1943-54)** will hold their next reunion at Southampton on Sept 22-25. Details from K. J. Hayes, 10 Stratford Way, Tilehurst, Reading RG3 5XT.

**HMS Rotherham, East Indies Fleet (1943-45)** will hold their next reunion in Yorkshire on Sept 3-6. Details from Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk.

**HMS Plym, Montebello Islands, 1952** will hold a reunion at Tenterden, Kent. Details from A. Inwood on 0895 271045.

**HMS Daring (1952-54)** will hold their next reunion in Rhyl, North Wales on Oct 8. Details from Owen Simpson, 20 Green Close, Uley, Glos GL11 5TH (tel. 0453 860564).

**HMS Figsard, Artificer Apprentices, 1950** will hold reunion in Bourneham on April 1995. Details, enclosing s.a.e., to Alf Bates, 29 Ivydene Rd, Ivybridge PL21 9BJ (tel. 0752 893975).

**HMS Cavalier Assn** will hold their 50th

anniversary celebrations in South Tyneside on Aug 26-30. Details from Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth PL5 3DD.

**HMS Barham Survivors Assn** will hold their annual reunion dinner at the Royal Sailors' Home Club, Portsmouth on May 21. Details from Percy Cullum, 41 Roedean Rd, Worthing BN13 2BT (tel. 0903 263350).

**HMS Cleopatra, USS Frank E. Evans, HMAS Melbourne:** A memorial service will be held at the US/Australian War Memorial, Canberra on June 3. Details from Ron Baker (ex-CPO), 58 Hawthorne St, Radcliffes Crossing, Queensland 4305, Australia (tel. 07) 281 3553 - home, (07) 2803061 - work, (07) 280 3265 - fax).

**HMS Brissenden Assn (1942-48)** will hold their second reunion in Portsmouth on Aug 6. Details from Cliff Lawrence, 31 The Limes, Blechley, Milton Keynes (tel. 0908 647665).

**Operations Primrose and Sickleforce:** Anyone wishing to take part in the Norwegian Freedom celebrations in May 1995 contact J. Briggs, 35 Hillpark Cres, Plymouth PL4 8JP (tel. 0752 668235).

**HMS Redoubt (1942-45):** A luncheon reunion will be held at the Victory Services Club, Marble Arch, on May 10. Details from Sam Morley, 113 The Ridgeway, Northaw, Herts EN6 4BG (tel. 0707 872720).

**Roedean School (1941-45):** A reunion lunch has, provisionally, been arranged for July 20 for any RN personnel who took HMS Vernon courses there between May 1941-August 1945, when it was part of HMS Torpedo School. Details from Sam Morley, 113 The Ridgeway, Northaw, Potters Bar, Herts EN6 4BG (tel. 0707 872720).

**Cutters Assn** will hold their annual reunion at The Bull Hotel, Peterborough on Sept 7. Non-members who served in the ex-American Coast Guard cutters during the Second World War can obtain details from Sid Simkin, 67 Orchard Way, Wymondham, Norfolk NR18 0NY.

**RN DEMS** will hold a reunion at Starcoast World, Pwllheli, North Wales (HMS Glen-dower) on May 23-27. Details from Charles Collis, 2 Neil Close, Ashford, Middx TW15 1NT.

**Central Flying School (Helicopter) Squadron:** Ex-staff instructors are invited to a dinner at RAF Shawbury on July 19 to mark 40th anniversary of CFS(H). Contact Lt Philip Garner on 0939 250351 ext. 7382.

**HMS Gossamer** reunion will take place at the Victoria Hotel, Wolverhampton on June 18 (please note change of venue). Details from Eric Morris on 091 252 2540. Bookings must be made by the end of May.

**72 LCP(L) Flotilla (1942-45):** Shipmates, in particular Frank C. (Dusty) Miller and E. J. (Jack) Almond, are invited to a reunion in Warsash on June 19. Details from Colin Kitching, 24 Chestnut Way, Repton, Derby DE65 6FO (tel. 0283 703289).

**5th Gosport Sea Scout Group** will hold a reunion at the Group headquarters, St Luke's Road, Hants on June 25. Details from Mr Bill Hyde on 0705 585706.

# FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy half a century ago this month.

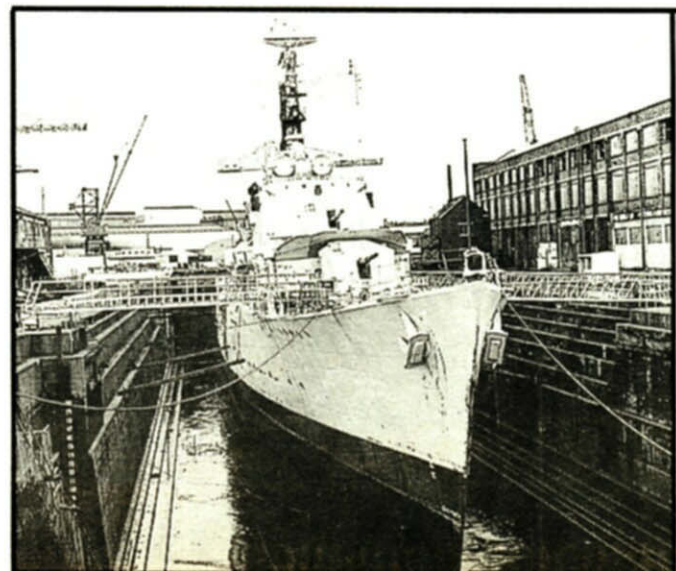
In home waters preparations for the invasion occupied much attention but the business of convoy and, where possible, carrying the war to the enemy continued. Twenty-two U-boats were sunk but only five merchant ships, totalling 27,000 tons, were lost worldwide, none in the North Atlantic.

A large convoy returning from North Russia passed through a pack of 12 lurking U-boats with the loss of only one ship — three of the U-boats were sunk. There was considerable Coastal Forces activity in the Adriatic in support of Tito and his Partisans.

In South East Asia 85 aircraft from an Allied carrier force attacked Japanese installations at Sourabaya on Java.

- Principle events included
- 1: Swordfish from HMS Fencer sank U-277 off N. Norway.
  - 2: Swordfish from HMS Fencer sank U-674 and U-859 off N. Norway. HMS Ajax bombarded Rhodes.
  - 3: Two RAF Wellingtons drove U-852 ashore on coast of Italian Somaliland.
  - 4: HMS Elgin damaged by mine off Portland. HMS Blankney, USS Joseph E. Campbell and French ship Senegalais sank U-371 in the Mediterranean. RCAF Wellington sank U-846 in Bay of Biscay.
  - 5: HM ships Starling, Wren and Wild Goose attacked U-473 in N. Atlantic, sank next day.
  - 6: HM ships Alymer, Bickerton and Bligh and two Swordfish from HMS Vindex sank U-765 in N. Atlantic.
  - 7: HMCS Valleyfield sunk by U-548 off Cape Race.
  - 8: HMS Bicester bombarded Ardea, south of Rome.
  - 9: General Kriepe, commanding German forces in Crete, captured by Special Forces and lifted off to North Africa by boat.
  - 10: HMS Dido gave gun support to Army in Gulf of Gata. HM ships Blackfly and Kilmarnock with two US Catalina's sank U-731 off Gibraltar.
  - 11: Norwegian Air Force Sunderland sank U-240 off Norway.
  - 12: Three RAF Wellingtons and US ships sank U-616 in Mediterranean. Air attack on Japanese naval base at Sourabaya. HMS Illustrious and USS Saratoga escorted by large allied force of RN, RAN, RNZN, USN, Netherlands and French ships — three battleships, one battlecruiser, six cruisers and 14 destroyers. FAA Squadrons: 832, 851, 1830 and 1833.
  - 13: RAF Catalina sank U-241 off SW Norway.
  - 14: Two RAF Wellingtons, HMS Ludlow and USS Niblack sank U-960 in W. Mediterranean.
  - 15: HM ships Liddesdale, Tenacious and Tergant sank U-453 off Cape Spartivento.
  - 16: RAF Catalina sank U-476 off Norway.
  - 17: RAF Sunderland sank U-675 of S. Norway.
  - 18: RAF Liberator sank U-292 off SW Norway, 367 days after same aircraft had sunk another U-boat in same area.
  - 19: MTB 732 accidentally sunk by Free French Ship La Combattante.
  - 20: HMS Milne sank U-289 of Norway.

Taken from The Royal Navy Day by Day.



## Cavalier voyage

The last remaining Second World War destroyer, HMS Cavalier, has completed her final voyage. She has moved from her riverside berth at the former Hawthorn Leslie Shipyard in Hebburn into a nearby dry dock where it is proposed she will be permanently exhibited.

Work will now start on cleaning her hull and carrying out a full survey of the destroyer to decide what work is required prior to opening to the public in time to commemorate the ship's 50th anniversary of her launch and commissioning later this year.

## DINNER

In aid of the Sea Cadets in the presence of

## HRH the DUKE OF YORK

In the Painted Hall, Royal Naval College, Greenwich

Friday, 10th June

Details from the Sea Cadets

202 Lambeth Road, London SE1 7JF

Tel: 071 9288978 Fax: 4012537

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## NROs reduced

The Naval Regional Officer has played a vital role in the life of the association, his presence at ceremonial events, from annual conference to remembrance services, helping to bond together the serving and ex-serving Navy.

Hopefully the role he has played with distinction in the past will continue. However, branches should be aware that the number of NROs has recently been reduced from five to four which is bound to stretch availability somewhat. His responsibility for ships' visits and representation will, however, remain unchanged.

A list of the names and addresses of the NROs was included in the March circular.

Another sea change on the horizon which branches should note is that from April 1, 1995, the three existing Area Flag Officers will be reduced in number to two.

Flag Officer Scotland and N. Ireland will become FO Scotland, Northern England and Northern Ireland (FOSNNI) and FO Portsmouth and Plymouth will merge to become Flag Officer South (FO South).

## Yeovilton are bowled over



A game of skittles is one way of bridging the generation gap as witnessed here by the happy faces of boys and girls from Lufton Adult Training Centre. They are pictured at Yeovil branch headquarters with, from left, Shipmates Joe Rowland, Tony Cox and Doug Farge.

Picture: Crewkerne Studios.

## Veterans win fight to wear medal clasp

As the count-down begins to the 50th anniversary of D-Day, many naval veterans will be celebrating their right to a "Minesweeping 1945-51" clasp to their Naval General Service Medal, a right previously denied them.

It was not an oversight on the part of the Admiralty that prevented them from getting the award but a rigid interpretation of the criteria set down for the award — 180 days at sea, actually minesweeping, disqualified many.

Following an investigation by the MOD, the Under Secretary of State has agreed that the recent interpretation of the criteria has not been done in the

way intended by the Admiralty. Legal advice and authoritative examples of their medal criteria support this view and the department now seeks to set the matter right.

The criteria now agreed for gaining the award is 180 days' service in a mine countermeasures vessel in the relevant geographical areas.

What this means to former serving members of the Royal and Commonwealth Navies, previously refused the award, is the right to the "Minesweeping 1945-51" clasp which they can proudly sport at D-Day parades. It can be made posthumously to the next of kin who believe their relatives were previously denied the award.

The award can be obtained by applying to NPP (Acs) 7b, Centurion Building, Grange Road, Gosport, Hants PO13 9AX, giving name, initials, official number, rank/rate, name of HM ship and dates served on board.

## Up spirits at Culdrose

The re-dedication of the Redruth and Camborne re-furnished Rum Tub in the WO's and CPO's Mess at RN air station Culdrose, the branch headquarters, was a very happy occasion for all concerned.

Before the Rum Tub was christened, Colour Sgt Nick Chapman RM bugled "Up Spirits" and to mark the occasion and express appreciation to Culdrose a commemorative plaque, marking the final Rum issue on 1971, was presented to Capt Peter Fish, the CO, by the branch president, Shipmate Jack Harvey. A team from the Mechanical Workshops at Culdrose, led by CPO Paul Roberts, was responsible for the refurbishment.

### Reigate

A dinner-dance, attended by wives and guests from Sittingbourne and Dorking, was the choice of Reigate branch to mark its 21st birthday celebration. The happy occasion was particularly memorable for Shipmates C. Dyson and B. Wells who were awarded life membership of the branch. Before festivities ended £50 was raised for the Royal Star and Garter Home.

### Warwick

Members of Warwick branch turned out in strength for the "laying-up" of the battle ensign of HMS Warwick, presented to the town after the Battle of Zeebrugge. After a service in the Collegiate Church of St Mary, 250 veterans, displaying 25 standards, paraded. The salute was taken by Capt D. I. Rhodes, the branch president, who was accompanied by 12 survivors of the Warwick. Music for the parade was provided by Warwick and Leamington Sea Cadet band with a 40-strong colour guard and escort marching with bayonets fixed.

### Cambridge

When the US Ford berthed in the port of Everett, Washington after duties in the Gulf, Shipmates Jim and Pat Morley were among the visitors waiting to greet her. On behalf of the branch they presented an RNA

plaque to the CPO's and PO's Mess.

### No. 10 Area

Shipmate Harry Blythe (Northwich), who has been chairman No. 10 Area for 18 years, handed over the reins to his successor, Shipmate John Dixon (Salford), at the area annual general meeting, attended by 186 delegates, representing 49 branches. In recognition of his years of service, Shipmate Harry was presented with a whisky tumbler by area president, Shipmate Philip Watters. Members were sad to hear that their popular council member, Shipmate Tom Gallagher, has decided to stand down after the RNA July conference. Tom has held the position of national council member for eight years and his wealth of experience and knowledge will be missed.

### No. 4 Area

Thanks to some rigorous coaching by Shipmates Bert Channon, Richard Debenham and Jock Porteous a high standard of performance was achieved by the nine contestants in No. 4 Area standard bearers competition. It was held over the annual area get-together at Barton Hall. Shipmate Ray Pearsey (Taunton), was the winner of the competi-

tion and is now No. 4 Area standard bearer. Shipmate Graham Evans (Dartmouth) is the assistant standard bearer.

### Riyadh

That absent friends remember those at home was proved to the Portsmouth Lifeboat Station when it received a surprise donation of £300 from the Riyadh branch in Saudi Arabia for which it is most grateful.

### Gloucester

At Gloucester branch annual general meeting the newly-

elected chairman, Shipmate Mike Pratt, presented certificates of appreciation to the following members for their work on behalf of the branch: Shipmates Tiddy Ferris, Eddie Bennett, Dave Cooper, Betty Hill and Carol Morris.

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## D-Day

From the President of the Royal Naval Association, Admiral Sir Desmond Cassidi:

"We at the RNA are content that we have been brought into consultation in the work the Ministry of Defence has done to commemorate this occasion and we hope as many as possible of our members will come to the Drumhead Service on Southsea Common on June 5 — and also join the Royal British Legion and Normandy Veterans Association on June 6 for the march to the D-Day Stone at 11 a.m., coinciding with the commemorations then being held in France."



# Notice Board

## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at May 1, 1994.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during April.

CCMEAML — Int (16.1.92), Nil; CCMEAL — Int (14.7.92), Nil; PO(M) — Int (14.7.92), Nil; LS(M) — Int (14.7.92), 1; PO(R) — 267, 1; LS(R) — Int (12.5.92), 3; PO(S) — Int (16.3.93), Nil; LS(S) — Int (6.12.91), 2; PO(D) — 318, Nil; LS(D) — 513, Nil; PO(MW)(O) — Int (10.11.92), Nil; LS(MW) — Int (6.12.91), 2; PO(SR) — 469, Nil; LS(SR) — 287, 1; PO(SEA) — 301, Nil; PO(CY) — 384, Nil; LRO(T) — 350, Nil; POR(S) — 354, 2; LRO(G) — 297, Nil; POPT — 299, Nil; RPO — 230, Nil.

PO(EW)(O)(RS)(W) — 151, Nil; LS(EW)/LRO(W) — Int (14.7.92), Nil; PO(M) — Int (14.7.92), Nil; LS(M) — Int (14.7.92), 1; PO(R) — 267, 1; LS(R) — Int (12.5.92), 3; PO(S) — Int (16.3.93), Nil; LS(S) — Int (6.12.91), 2; PO(D) — 318, Nil; LS(D) — 513, Nil; PO(MW)(O) — Int (10.11.92), Nil; LS(MW) — Int (6.12.91), 2; PO(SR) — 469, Nil; LS(SR) — 287, 1; PO(SEA) — 301, Nil; PO(CY) — 384, Nil; LRO(T) — 350, Nil; POR(S) — 354, 2; LRO(G) — 297, Nil; POPT — 299, Nil; RPO — 230, Nil.

PO(ME)(L)(GS) — Int, (18.9.92), 2; LME(M)(L)(GS) — Int, (10.11.92), Nil; PO(ME)(M)(GS) — 533, 3; LME(M)(M)(GS) — 373, 1; PO(ME)(O)(GS) — 223, Nil; LME(M)(O)(GS) — 61, 1; PO(ME)(R)(GS) — Int (1.9.92), Nil; LME(M)(R)(GS) — Int (29.1.93), 5; PO(CA) — 237, Nil; POCK(GS) — 376, Nil; LCK(GS) — 124, 3; POSTD(GS) — 621, 3; LSTD(GS) — Int (20.2.92), 3; PO(SA) — 563, Nil; LSA(GS) — 144, 2; POWTR(GS) — 87, 3; LWTR(GS) — Int (29.6.92), 2;

PO(MA) — 107, 3; LMA — Dry, 7; PO(SY)(SM)(O) — 91, 1; LS(SY)(SM) — 428, Nil; PO(TS)(SM) — Int (25.3.92), Nil; LS(TS)(SM) — 124, Nil; POR(SM) — 312, Nil; LRO(SM) — 123, Nil; PO(ME)(L)(SM) — 361, Nil; LME(M)(L)(SM) — 138, Nil; PO(ME)(M)(SM) — 856, Nil; LME(M)(M)(SM) — 845, Nil; PO(WSM) — 408, 2; LOM(WSM) — 269, Nil; POWEM(R)(SM) — Int (3.11.92), Nil; LWM(R)(SM) — 290, Nil;

PO(UW)(SM) Dry, Nil; POSA(SM) — 230, Nil; LSA(SM) — Int (18.6.92), Nil; POWTR(SM) — 135, 1; LWTR(SM) — Int (3.3.92), Nil; POCK(SM) — Int, 2; LCK(SM) — 882, Nil; POSTD(SM) — 465, Nil; LSTD(SM) — 816, Nil; POA(AH) — 953, Nil; LA(AH) — 818, Nil; POA(METOC) — Dry, Nil; LA(METOC) — Int, Nil; POA(PHOT) — 383, Nil; POA(SE) — 521, Nil; LA(SE) — 301, Nil;

POACMN — 490, 1; POAEM(M) — 395, Nil; LAEM(M) — 437, Nil; POAEM(R) — 151, Nil; LAEM(R) — 503, Nil; POAEM(WL) — 505, Nil; LAEM(WL) — 583, Nil; POAC — 175, Nil; POWREN(RS) — 389, Nil; LWREN(RO) — 314, Nil; POWRENPT — 306, Nil; RPOWREN — 83, Nil; POWRENCK — Int, Nil; LWRENCK — Int (18.2.93), Nil; POWRENSTD — 869, Nil; LWRENSTD — 152, Nil; POWRENSA — 417, Nil; LWRENSA — 138, Nil; POWRENWTR — 136, Nil; LWRENWTR — Int (15.6.92), 2; POWRENWTR(G) — 310, Nil; LWRENWTR(G) — Int (15.6.93), Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Dry, Nil; POWRENPHOT — Int, Nil;

POWRENAEM(M) — 448, Nil; LWRENAEM(M) — 353, Nil; POWRENAEM(R) — 82, Nil; LWRENAEM(R) — 414, Nil; POWRENAEM(WL) — 485, Nil; LWRENAEM(WL) — 432, Nil; POWRENETS — 442, Nil; LWRENETS — 218, Nil; LWRENTEL — 499, 1; POWRENTWA — 208, Nil; LWRENTWA — 243, Nil; POWRENDHYG — 262, Nil; POWRENDISA — 125, Nil; LWRENDISA — 182, 1; POEN(G) — Int (10.11.92), Nil; LEN(G) — Dry, Nil; PONN — Int (15.6.92), 3; POMA(Q) — 143, Nil; LMA(Q) — 70, Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int (16.12.93), Nil; POWREN TEL — 1156, Nil.

In accordance with DCI(RN) 37/93 all qualified female seagoers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

## Swop Drafts

LS(R) Young, 3GP Mess, HMS Battleaxe. Will consider any Plymouth or Portsmouth seagoing or shore draft.

LS(EW) Lawson, HMS Monmouth. Will swap for any Devonport shore base or ship not deploying.

AB(EW) Jamieson, HMS Monmouth. Will swap for any Devonport shore base or ship not deploying.

RO1(T) Bright, COMMEN RN air station Culdrose, drafted HMS Glasgow in Aug. Will swap for any Devonport ship, deploying or not.

LRO O'Connor FOST CXO ext 3761, drafted HMS York in Nov. Will swap for any Devonport ship deploying or not.

STD Clark, HMS Shetland (tel 0860 816152 or 0383 737969), drafted HMS Neptune in May. Will swap for any Rosyth shore base or ship.

AE(EW) Jenkin, HMS Manchester, drafted HMS Invincible in April. Will consider any Plymouth swop.

AB(R) Maiden HMS Battleaxe. Will consider any Rosyth draft.

## Appointments

Commodore P. C. B. Cante as COMAW, July 24.  
Lt Cdr A. F. Holt, Bulldog in command, November 29.  
Lt Cdr J. N. Saunders 849 Sqn in command, October 7.  
Lt I. K. Adam, Orwell in command, August 2.

## SD List

THE following officers have been provisionally selected for promotion:

### SPECIAL DUTIES

To Commander — to date October 1 1994:

SEAMAN: J. D. O'Brien, A. M. Gregory. To lieutenant-commander: P. A. H. Piercy, R. L. Oakes, R. P. W. Stephens, A. W. J. Madge, T. Suddes, N. J. Denham, A. J. Healy, P. S. Hoper, K. B. Blake, D. J. Bryant, J. Francis.

Engineering: To commander — E. R. Smith-Jaynes, G. Freeston, M. A. Baker. To lieutenant-commander — L. A. Alison, D. G. Brecken, E. T. Haskel, P. J. Mawby, J. T. Holden, S. M. Ryder, M. J. Smyth, K. D. McIntosh, D. Poole, P. S. Thomas, R. Hart, R. S. B. Titcomb, M. J. Barnden, T. Hyde, R. J. Arthur, P. V. Webb, L. R. Nethercott, D. B. Harwood, M. D. Sumner, P. T. De Jonghe, S. A. Haywood.

Supply and Secretariat: To commander — R. J. Holder.

To lieutenant-commander — S. A. Lowe, A. G. Hubbard, D. T. Marsh, G. Price.

Medical: To lieutenant-commander — M. W. Walker, T. J. G. Mugridge, M. A. White.

### SUPPLEMENTARY LIST

Seaman: To commander — N. K. Bennett, N. J. Ward.

To lieutenant-commander — A. R. David, C. Rawson, G. J. Spencer, A. P. Hands, R. R. Cuthbert, L. Taylor, D. E. Sealy, C. R. Eaton, M. A. Sewed, C. W. Porter, M. C. Walker, D. B. Stidston, R. E. J. Dowdell, P. S. Lloyd, D. C. W. Marr, L. J. Watson, S. M. Swales, P. B. Davis, S. J. France, M. J. Burrows, R. P. Chaloner, P. T. Fraser, N. J. Thompson, S. Savage, J. C. Lee, S. M. Elliott, R. M. H. Dane.

Engineering: To lieutenant-commander — M. Suckling, M. R. Sugden.

Supply and secretariat: To lieutenant-commander — D. I. Franks.

Instructor: To lieutenant-commander — A. D. Boorer, T. M. Day, C. G. Bryce, P. D. Monger, C. A. Scott-Dickins, A. P. Davison, N. Hickling, J. F. Richardson, J. M. Hamersley, J. R. Naden, A. Read, A. J. Elliot.

Female non-specialist officers: To lieutenant-commander — J. M. Shawcross, J. E. Fortescue.

### ROYAL MARINES

To captain SD — A. Davies, S. A. Wakely, D. M. J. Clark, P. A. Harradine, T. J. Sawyer.

## Promotions to Chief

Authority for promotion of the following ratings to chief petty officer was issued by HMS Centurion in April:

### OPERATIONS BRANCH (COMMUNICATIONS GROUP PT AND REGULATING)

To CPORS — I. K. Pye (Caroline)

### MARINE ENGINEERING BRANCH

To CPOMEM(M) — W. S. Welbury (Excellent), M. G. Milne (RM Poole).

### WEAPON ENGINEERING BRANCH

To CPWEM(O) — G. A. Handley (Drake).

### SUPPLY AND SECRETARIAT BRANCH

To CPOSTD — A. T. Brown (FONA).

To CPWTR — S. B. C. Watson (Raleigh), S. R. Shillock (Drake), M. Harper (Excellent).

### MEDICAL BRANCH

To CPOMA — S. J. Cooper (Cornacchio GP RM), M. R. P. Rayment (2SL/CNH).

### SUBMARINE SERVICE

To CPORS — C. S. Mould (Warrior).

To CPOMEM(L) — J. MacNeil (Resolution, Port).

To CPOMEM(M) — C. Mair (Repulse, Port).

### FLEET AIR ARM

To CPOACMN — M. P. Dodd (845 Sqn).

### FEMALE BRANCHES

To CPONN — H. A. Arter (Heron).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers in April 1994:

To CPOCT(A) — W. J. Foulkes (Beaver)  
To ACPOCT(A) — N. J. Lawton (GCHQ Cheltenham), R. Sim (Ark Royal)  
To ACPOCT(L) — J. P. Helm (MOD CNO).

To CPOMEA — S. M. Ashmore (CFM Rosyth), M. W. Burton (Neptune), J. M. Christie (Brazen), J. Cramb (Neptune), A. R. Watts (Tireless), S. P. Wells (Talent), M. Wilson (London).

To ACPOEAE — N. W. Green (Fearless), A. W. Johnston (Talent), G. Pratt (Portsmouth FMRO), B. J. Records (Fearless), D. J. Richards (Portsmouth FMRO), A. J. Snell (Defiance), I. P. Stone (Portsmouth FMRO).  
To CPOEAE(M) — S. M. Roberts (Seahawk).

To CPOEAE(R) — H. F. Lounds (849 Sqn A Flt).

To ACPOEAE(R) — D. I. Onley (849 Sqn B Flt).

To CPOEAE — G. Beech (Repulse, Stbd), M. A. Braden (Neptune SM1), M. J. Coleman (Neptune SM1), S. F. Evans (Colingwood), S. S. Houghton (Neptune SM1), S. E. Hull (Portsmouth FMRO), M. Orr (Invincible), I. C. R. A. Quayle (BF Gibraltar), To ACPOEAE — J. S. O'Neill (Dalriada), A. P. Young (Iron Duke).

### ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in April 1994 for the following ratings to be advanced to Acting Charge Chief Artificer:  
To ACCWEA — S. K. Martin (Cumberland).  
To ACCAE — W. C. T. Dale (Seahawk).

### ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

R. W. Vaudin, Leeds, member of the Normandy Veterans Association. Served in HMS Anson. Aged 68.

E. A. Newby, Hunstanton, Aged 73.

S. Smeeton, ex-PO, Brentwood, Aged 74.

B. F. Tilley, ex-PO, life member and treasurer Bodmin. Secretary Rodney Association and vice chairman No 4 Area. Served in various ships and submarines including HMS Rodney.

R. Warner, ex-submariner, Kettering. Served in HM Ships Revenge, Warspite and Truculent. Aged 32.

W. Plant, ex-CPO, Bishop's Stortford. Served from 1933 to 1946, last ship, HMS Dauntless. Former member Eastbourne branch. Aged 79.

B. E. I. Evans, founder member Birchington-on-Sea. Aged 60.

B. Neary, ex-RM, president Oldham. Served in 42 Commando as Weapon Training Instructor. Saw service in Malaya and Hong Kong.

F. Jones, Llandudno. Aged 67.

G. B. Dyer, Nuneaton. Aged 70.

J. Clark, Wileston, served in RN and HMNZ. Aged 70.

J. H. White, Welwyn Garden, served in the Navy for almost 12 years. Ships include HMS Warspite. Commanding Officer Hereford Sea Cadet Corps. Aged 69.

## Deaths

Cpl M. J. Davies, 42 Cdo RM, March 22, 1994.

POA(AH) S. H. D. Birchett, RNAS Culdrose, April 13, 1994.

LSTD P. C. M. Prouse, HMS Drake, April 13, 1994.

W. A. G. Pettyfer, ex-AB, HMS Auckland and Penelope survivor. Member Sidcup RNA. Aged 76.

M. Peacock, BEM, ex-CPO PTI, Ships include Dunkirk, Conquest and Hermes.

G. Newport and A. Davies, ex-ABs, members of HMS Consort Association.

B. Jones, HMS Ganges Association and SOCA.

J. A. Elkington and L. A. Richardson, Caledonia 37, Majestic Caledonia Association members.

Capt C. G. Cuthbertson DSC, RNR, CO of Scimitar, Ibis, Snowflake, Helford. Life Member Flower Class Corvette Association. Aged 87.

A. Dray, served 1942-49, ex-AB gunlayer. Ships include HMLST 263, Trumpeter, Savage and Broadsword. Aged 69.

R. Blackburn, ex-CPO. Ships include Norfolk, Cambrian and Fearless. Served 1946-70. Aged 62.

The deaths are reported of the following members of the Algerines Association: J. Small (Thisbe) and L. G. Clarke (Chameleon).

W. Edmondson, aged 66, and B. Britton, (65), founder members of Fleet Air Arm Association.

H. Burrows, ex-PO Stoker. Ships include HMS Furious. Member of St Helens RNA.

A. I. Pearce, ex-CRS.

A. Wann, ex-AB. HMS Encounter survivor and Japanese POW. Aged 72.

R. Savage, West Ham RNA, Worcester Naval Club and PTI Association. Aged 78.

R. Clucas, MBE. Served 1947-57. Diver in HMS C20 Ceylon and Reclaim. Manufacturer of RN diving equipment.

H. Greenwood, Secretary of Burnley and Pendle Ex-Naval Association.

A. Carlyle, ex-Stoker. Ships include HMS Freesia. Served 1940-45. Member of Dalginton RNA and serving Companion of the Fellowship of the Services. Aged 77.

B. Chalmers, ex-submariner and vice chairman Doncaster RNA. Aged 72.

J. Elwood and R. Chamberlain, members of Halton Apprentices Naval Wing Association.

T. Prince, BEM, ex-CPO. Served 1939-61. Ships include Revenge, Berwick, Hogue, Glasgow. Founder member Blackpool White Ensign. Aged 72.

B. Cann, ex-AB. Ships include Lion, Birmingham and Nubian. Aged 53.

W. A. L. Woodhouse ex-CPO (SBA). Served 1934-61. Ships include Anson, Birmingham and Campania. (Aged 78).

F. H. Green, ex-CPO Air Fitter. Served on loan in HMS Sydney during Korea and in HMS Albatross. Also RNAS Lossiemouth, Yeovilton and Daedalus. Member East Kent FAAA. Aged 64.

A. Lines, ex-LTel. Served 1917-42. In submarines from 1924, including K6, X and L boats and XI. Aged 93.

B. Jones, ex-PO Electrician. Served in S, T and A Class boats plus Rorqual and Orpheus.

D. Collis, DSM, ex-AB HSD. Served in Sturgeon and other S Class submarines plus Terrapin.

F. Woodbridge, ex-AB. Served in Oberon, Orc and Thorn.

The deaths are reported of the following members of the Association of Royal Naval

## Pen Friends

Joyce (41) Edinburgh. Hayley (17) Bozeat, Northants. Donna-Marie (20) Dun-dee. Pauline (37) Norwich. Karen (29) Heanor, Derbyshire. Emmeline (16) Surrey. Michelle (17) W. Thamesmead, London. Clare (17) Woolwich, London. Helen (17) London EC1. Vicky (29) Chesham, Derbyshire.

Patricia (44) Mid Glamorgan, Wales. Hayley (23) Clwyd, N. Wales. Polly (43) Portsmouth. Margaret (47) Evesham, Worc. Amanda (38) Chichester, W. Sussex. Elaine (40) Newport, Gwent. Mary (47) St Austell, Cornwall. Judi (46) Bushey Heath, Herts. Terina (22) Bidford-on-Avon, Warwickshire. Kelly (22) Lillingdon, Herts.

Nancy (24) Llanynys, Clwyd. Susan (39) Baglly, Clwyd. Paula (23) Nr. Broadstairs, Kent. Lindsay (23) Fleetwood, Lancs. Maggie (42) Sheffield. Joanne (18) Watford, Herts. Elizabeth (18) Jarrow, Tyne and Wear. Tracy (20) Walsall, W. Midlands. Claire (20) Peterborough, Cambs. Louise (24) Grantham, Lincs.

Paula (43) Forbury, Merseyside. Maureen (36) Basingstoke, Hants. Sandra (40) Whitby Bay, Tyne and Wear. Carol (32) Ford, Plymouth. Catherine (38) Stirling, Scotland. Gillian (25) Plumstead, London. Julie (22) London. Denise (39) Telford, Shropshire. Michelle (29) High Green, Sheffield. Patricia (29) Royston, Herts.

Kerry (24) Willenhall, W. Midlands. Valerie (28) Netherhall, Leicester. Irene (42) Bolton, Lancs. Alexandra (17) Brentwood, Essex. Jayne (26) Kings Langley, Herts. Evonne (21) Dumbarton, Scotland. Claire (23) Swinton, S. Yorkshire. Sue (25) Chester. Victoria (31) East Dulwich, London. Julia (25) Colchester.

Miss D. (25) Consett, Co. Durham. Joanne (21) Dordrecht, Cornwall. Penny (21) Dundee, Scotland. Nicole (28) Rams-gate, Kent. Donna (18) Banff, Grampian, Scotland. Karen (27) Upminster, Essex. Julie (19) Whitefield, Manchester. Lynn (21) Broughty Ferry, Dundee. Karen (25) Deal, Kent. Paula (19) Wolverhampton, W. Midlands.

Lynne (46) Swindon, Wiltshire. Mandy (30) Sittingbourne, Kent. Maureen (47) Manchester. Lynn (38) Middlesbrough, Cleveland. Tanya (27) Gosport, Hants. Wendy (28) Swanscombe, Kent. Penny (45) Ryde, Isle of Wight. Jacky (25) Whiston, Merseyside. Michelle (24) Boscombe, Bournemouth. Alexandra (22) Bath, Avon.

Glenda (43) New Moston, Manchester. Jackie (24) Hartlepool, Cleveland. Lisa (23) Wigan, Lancs. Ruth (23) Morecambe, Lancashire. Eileen (40) Wickford, Grace (38) Christchurch, Dorset. Lisa (20) Exeter. Devon. Lisa (16) Southfields, London. Allison (23) Kensal Rise, London. Barbara (39) Winchmore Hill, London.

Janet (44) Trowbridge, Wiltshire. Anne (15) Workington, Cumbria. Jane (39) Dundee, Tayside, Scotland. Clair (21) Solihull, W. Midlands. Denise (27) Stevenage, Herts. Andrea (33) Kettering, Northants. Linda (27) Sheffield. Carrie (20) Sheffield. Gwen (32) Aylesbury, Bucks. Brenda (27) Woolston, Southampton.

Louise (19) Kingston-upon-Hull, N. Humber-side. Marie (25) Shoreham-by-Sea, W. Sussex. Jackie (30) Watford, Herts. Stephanie (19) Houghton-le-Spring, Sunderland. Anna (21) Ellesmere Port, S. Wirral. Kate (17) Gloucester. Karen (24) Bury, Lancs. Dawn (28) Carney Island, Essex. Claire (20) Worcester. Pamela (36) Camborne, Cornwall.

Michelle (28) Paignton, S. Devon. Louise (18) Swindon, Wiltshire. Debbie (28) Weymouth, Dorset. Marianne (26) Ely, Cambs. Michelle (16) Bilborough, Nottingham. Pearl (37) Leeds, W. Yorkshire. Shelley (30) Uxbridge, S. Humber-side. Jenny (34) Woolston, Southampton. Miss C. (26) Wilmsham, Cheshire. Kathryn (35) Peterborough, Cambs.

Andrea (27) Peterborough, Cambs. Allison (22) Lowestoft, Suffolk. Sharon (31) Nr Saffron Walden, Essex. Joanne (21) Werrington, Peterborough, Cambs. Lisa (21) Stoke-on-Trent, Staffs. Catherine (20) Sidcup, Kent. Claire (18) Garston, Herts. Jacqui (20) Balmacara, Ross-Shire, Scotland. Sarah (23) Plymouth, Devon. Janet (54) Blackburn, Lancs.

Caroline (31) Ford, Plymouth. Kim (19) Colchester, Essex. Amy (22) Exeter. Tracey (27) Braintree, Essex. Catherine (30) Sponon, Derby. Amanda (27) Sawston, Cambridgeshire. Lynn (30) Sandbank, Bloxwich, Alton (20) Exeter. Lynne (42) Wakefield, W. Yorks.

Amanda (27) Higher Marston, Cheshire. Pat (39) Weymouth, Dorset. Sheila (44) Radcliffe, Gtr Manchester. Julie (36) Efford, Plymouth, Devon. Hazel (27) Stonehouse, Plymouth. Lisa (25) Southend-on-Sea, Essex. Julie (30) Walton-on-Thames, Sur-

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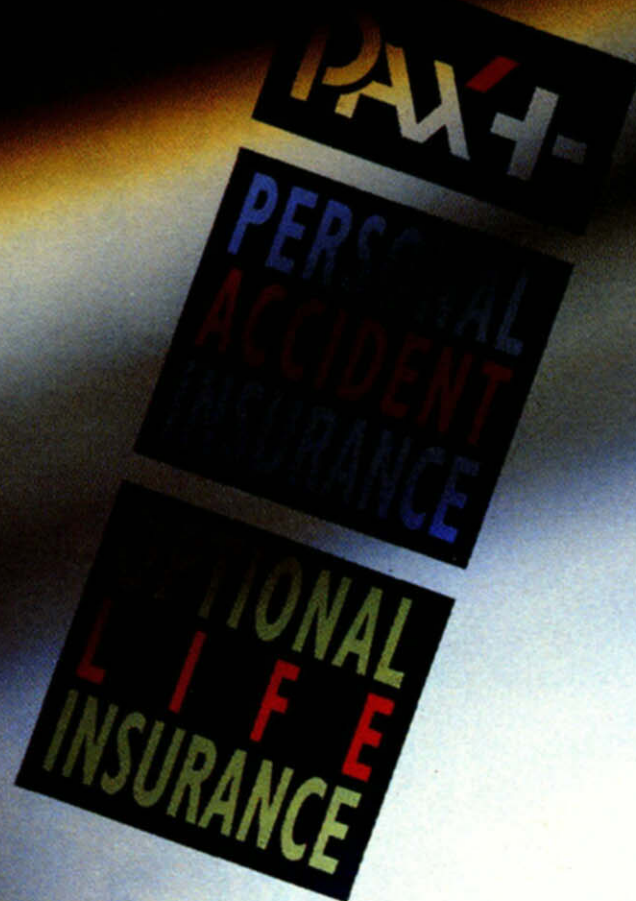
Lisa (22) Ibstock, Leicestershire. Clare (19) Fownhope, Hereford. Rachael (21) Lowestoft, Suffolk. Pauline (20) Abbeywood, London. Kay (28) Bridlington, E. Yorkshire. Debbie (20) Radcliffe, Manchester. Sharon (30) Downton, Wiltshire. Lisa (23) Mitcham, Surrey. Bev (32) East Stanley, Co Durham. Claire (20) Downton, Nr Salisbury, Wilts.

Carol (34) Keighley, W. Yorkshire. Kerry (23) Mansfield, Notts. Caron (22) Dukinfield, Cheshire. Julie (50) Lancaster, Lancs. Lorraine (23) Surrey. Jeanette (30) Bolton, Lancs. Lisa (25) Denton, Manchester. Debra (20) Edinstowe, Mansfield, Notts. Jackie (24) Liverpool. Tracey (23) Leigh-on-Sea, Essex.

Angela (24) Carshalton, Surrey. Jean (49) Sutton-in-Craven, Yorkshire. Sarah (16) Little Aston, W. Midlands. Tracey (29) Lillingdon, Warwickshire. Christine (19) St Helens, Merseyside. Wendy (33) Northfield, Aberdeen. Sue (25) Winsford, Cheshire. Christine (17) Ipswich, Suffolk. Sheralee (32) East Ham, London. Caroline (34) Diss, Norfolk.

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## International fare for a desert fox

The first Royal Navy man into Iraq during the Gulf War now finds himself as the sole RN presence in the Demilitarized Zone, where he is serving as a United National Military Observer.

In February 1991 Lt Cdr Nigel Huxtable found himself standing outside the terminal at Kuwait Airport, having hitched a ride with the liberating British armoured brigade.

"Before me stretched a runway pockmarked with craters and only the tail fin of a wrecked British Airways jet rising above the destruction," he recalls.

"The sky was black from the many fires that burned freely around the city. A man and his wife approached, thanked us — and then asked why we had come to help them."

Since then a 15 kilometre wide DMZ has been enforced along the Iraq-Kuwait border, monitored by 250 military observers from 34 nations.

It is divided into three sectors, patrolled daily from 18 patrol and observation bases (POBs).

"Each POB is manned by eight to ten officers from among all the participating nationalities — so luckily for me and the rest of the British 'Milobs' English is the operational language."

"Each POB is by necessity self contained, consisting of four ATCO trailers, generator, water tank and observation tower. The daily routine is based on round-the-clock patrolling by vehicle, helicopter and occasionally on foot."

"Depending on the national mix and individual preference, cooking is either carried out communally or by each individual. For some, this along

with the daily cleaning and washing comes as quite a shock — especially for those used to ministering wives or batmen."

"Many observers harbour a hidden gastronomic talent, though, and the quality of the meals is most definitely not the preserve of any one nationality. I draw the line at the local scorpions, lizards and garbo in some of the menus, even so — I leave them to the sagar falcons and the desert foxes ..."

During his 12-month tour an observer will move from POB to Sector Head Headquarters or Mission headquarters in Um

## Great white hope

RFA Sir Tristram, loaded up with 40 Saxon armoured vehicles for the 1st Battalion of the Duke of Wellington's Regiment sent to reinforce the UN troops in Bosnia.

Their distinctive white UN livery gleamed in the bright sunshine of the Adriatic as HMS Ark Royal arranged a photograph.

Qasr. Located in a former Iraqi hospital, the HQ ensures that the UN's mandate of monitoring the Khor Abdullah and DMZ, deterring violations of the boundary and observing any potentially hostile action, is properly carried out.

It reports directly to the Security Council in New York and is in effect its eyes and ears on the ground.





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Headmaster:

P. W. Blundell, B.A., A.C.P., Cert. Ed., I.A.P.S. Member

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Telephone: 071-794 7708

Reg charity founded originally to provide for the education of the daughters of servicemen



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Boundary Oak School Trust Ltd exists to provide education for boys and girls

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- ★ The partnership and links between the Senior and Junior Schools (ensuring academic continuity and facilitating regular contact between brothers and sisters attending both Schools)
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Further information from:

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HEADMASTER:  
THE MANOR:  
HEADMASTER

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The Newlands Schools exist to provide education for boys and girls. Registered Charity No. 297606.



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The school exists for the education of girls and has charitable status



## WHICH SCHOOL?

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Please send two 1st class stamps to  
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Warminster School is a registered charity providing education for boys and girls



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# Broadsword is first among equals



## RUSSIANS "FJORD" THE GAP

After 40 years of opposition the First Deputy of the Russian Navy, Admiral Igor Vladimirovitch Kasatonov, heralded the joint air and sea exercise Pomerex '94 between Russia, the USA and her European allies, as the first of many.

Admiral Kasatonov, who recently paid an informal visit to Portsmouth naval base, felt that multi-national exercises provided the opportunity for relationships of all categories and at all levels to continue and develop.

"After our common training at sea, relations between nations will be strengthened, becoming the foundation of further contacts between nations," he said, adding that other navies of the former Soviet Union may also be following up opportunities.

During Pomerex '94 the Royal Navy was represented by the Type 22 frigate HMS Broadsword while the Russians fielded the Leskiy, a 3,600 ton Krivak 1 Class frigate, modernised with new surface-to-surface missiles. Other ships taking part included USS Thorn, HNMS Stavanger, HNMS Senja and HNMLS Abraham Crijnsen.

The aim of the exercise, held off the coast of Norway, was to improve rapport and seagoing skills between Russia and the western nations and during passage to Kir-

kenes, they practised interceptions and boardings search and rescue and there was also an exchange of personnel.

The exercise was particularly interesting for Tracey Hughes, an officer under training in Broadsword. She studied international politics and graduated with a MA in war studies, specialising in Russian and Ukrainian foreign policy. Pomerex '94 "felt like history was happening" before her eyes.

● Above left: HMS Broadsword takes the lead during Exercise Pomerex off the coast of Norway. Other ships in the contingent included USS Thorn, the Russian Krivak 1 Class frigate Leskiy, HNMS Stavanger, HNMS Senja and HNMLS Abraham Crijnsen.

● Above right: If the cap fits... AB(EW) Rob Hayes-Bradley and Russian sailor Boris Savchenovitch swap hats on board the Leskiy while she was alongside in Tromsø.

Pictures: LA(Phot) Richie Moss.



● Above: HMS Broadsword and USS Thorn alongside in Tromsø.

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# Manadon site up for development

Minister for Armed Forces, Jeremy Hanley, has officially confirmed that as naval training will cease at the Royal Naval Engineering College in Manadon the college will be released for redevelopment with the aim of securing an educational or institutional use for the site.

Ministerial and official discussions have already taken place with the City Council, at their request, on the possible sale of the site.

This announcement follows an in-depth study into the scope and cost-effectiveness of transferring alternative naval or defence activities to the site.

The study has found it is more cost effective to move Manadon's remaining training functions to other RN training establishments. Staff will be offered alternative employment wherever possible.

With the closing of Manadon Southampton University will take the Navy's pre-entry engineering degree students from autumn next year.

In her capacity as Chief Commandant for Women in the Royal Navy Rear Admiral The Princess Royal has been a recent visitor at Manadon where she was introduced to many of the female staff and students.

On her arrival at Manadon House she was met by Capt Douglas Littlejohns who went on to give a short presentation on the role of RNEC.

As The Princess Royal left for her tour she met members of the TS Manadon Sea Cadet Unit and Royal Marine Detachment before joining the ship's

company Junior Ratings for refreshments.

The tour continued with visits to the Engineering Materials Laboratories, the Computer Centre, Electrical Science Laboratories, Engineering Design Section, Mechanics and Power Section and the Marine Engineering Department.

Later that day The Princess Royal went on to visit HMS Montrose, the Devonport-based Type 23 frigate moored alongside in the naval base.

● Right: S/Lt Sarah Leach explains her first year undergraduate lab work to The Princess Royal during her tour of RNEC Manadon.



## Icemen cometh

Volunteers are still being sought for what must be one of the few remaining manhauling challenges in the Arctic — Icelandic 500, the first-ever unsupported winter crossing of Iceland.

A four-man team of RN/RM personnel will ski from the west to east coast, over 500km, manhauling individual pulk loads of up to 300lbs. The aim is to ski for up to 14 hours a day and reach the east coast in around 50 days, beginning in early 1995.

A support team of two, based in Reykjavik/Keflavik, will monitor progress and report back to the UK.

Volunteers need not be Arctic biathletes but highly motivated enthusiasts, willing to turn a hand at all tasks. Applicants with mountain leadership qualifications, medical, communications and photographic experience will be favoured. There will also be a requirement for a personal financial contribution of 25 per cent of daily earnings for each day of the expedition.

Anyone interested should contact Cpl Sean Chapple, 9 Troop C Company, 40 Cdo RM, Norton Manor Camp, Taunton, Somerset.

## RNR changes north of border

After 72 years in Edinburgh, HMS Claverhouse, the RNR HQ, has closed as a result of the Secretary of State for Defence, Malcolm Rifkind's proposals on new roles for reserve forces.

The future RNR will be a smaller organisation, leaner but effective in different ways and more closely integrated with the RN.

Guests of honour at the for-

mal closing ceremony held in Granton Square, Edinburgh, were the Lord Provost and Lord Lieutenant of the City, the Rt Hon Norman Irons, accompanied by Lady Provost

Mrs Anne Irons, and FOSNI Vice Admiral Chris Morgan.

The closure of the unit will involve the parting of the ways for some members of HMS Claverhouse while others will continue their service at HMS Scotia in Fife. HMS Spey, the sea tender attached to Claverhouse, will be transferred to the Third Mine Countermeasures Squadron at Rosyth.

### Beat Retreat

Following an address by Vice Admiral Morgan, the Royal Marines Band Beat Retreat and the ensign was lowered for the last time during the ceremonial sunset.

Cdr Mike Simpson, CO of HMS Claverhouse, then presented the ensign to the Lord Provost who accepted it on behalf of the City of Edinburgh.

Meanwhile, as one Scottish RNR unit closed the future of another unit north of the border looks secure.

During a recent visit to HMS Dalriada, in Greenock, former CINCNAVHOME, Admiral Sir



● Flag Officer Scotland and Northern Ireland's Royal Marines Band Beat Retreat at the closing ceremony of HMS Claverhouse, the RNR Division in Edinburgh.

John Kerr, announced that the unit is to have both its roles and responsibilities expanded.

Recently expanded by the transfer of many officers and ratings from the closure of HMS Graham, Glasgow's RNR

unit, HMS Dalriada is to be retitled a Reserve Training Centre in October.

She will be the sole RNR unit in the west of Scotland and one of only two reserve centres north of the border.

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## Dulverton deploys

Seen here leaving Rosyth for the second half of her six-month deployment with STANAVFORCHAN is HMS Dulverton. She joined the force of four MCM vessels from various Nato countries at the beginning of the year and when not on operational duties will make visits to ports in the UK, Germany, Belgium, France, Spain and Portugal.





# Farewells to the RNXS



● Above: Commodore RNXS, Prince Michael of Kent, pictured during the farewell lunch on board HMS Victory with Capt Hare and SPNCO Jim Conway.

● Right: FOSNI Vice Admiral Chris Morgan takes the salute, watched by Secretary of State for Defence Malcolm Rifkind and Lord Provost of Edinburgh the Rt Hon Norman Irons as members of the RNXS march past St Giles Cathedral.



It was a proud, but poignant, day for the Royal Naval Auxiliary Service (RNXS) when members of the Scotland, North England and Northern Ireland Area paraded at St Giles Cathedral, Edinburgh, for a commemorative service to celebrate the work of the RNXS on its disbandment.

The salute at the parade was taken by Flag Officer Scotland and Northern Ireland, Vice Admiral Chris Morgan, in the presence of Secretary of State for Defence Malcolm Rifkind and the Lord Provost and Lord Lieutenant of the City of Edinburgh the Rt Hon Norman Irons.

Also marking the end of the RNXS was Prince Michael of Kent, Commodore RNXS, who attended a farewell lunch on

board HMS Victory.

There he was presented with an embroidered pennant by CNXO Capt Hare and a photograph of RNXS Loyal Mediator leaving harbour by SPNCO Milford Haven Jim Conway.

Attending the lunch with the Prince were the former CINC-NAVHOME Admiral Sir John Kerr, Director Reserves Capt T. J. Norman-Walker and a group of officers selected

from permanent, part-time and volunteers of the RNXS.

● With the disbandment of the RNXS the nameplate of HMS Fortitude, which has adorned the Mess of the training centre in HMS Gannet, was handed over to CPO Hoylake for safe-keeping by the Senior Rates' Mess of Gannet. HMS Fortitude was the naval base at Ardrrossan on the Clyde coast during the Second World War.

## Daring journey back

Members of the HMS Daring Association returned to Kefalonia to mark the 40th anniversary of the earthquake which devastated the Ionian Islands in 1953.

On receiving news of the disaster on August 12, 1953, HMS Daring was recalled from exercise off St Paul's Bay, Malta, and diverted to Argostoli, loaded with 200 tons of supplies and carrying three MOs and 17 Sick Berth Ratings to attend to casualties.

Under the command of Capt Percy Gick, the ship arrived on scene and spent several days in the area assisting with the clear-up operation — 50,000 inhabitants had been left without food, water or accommodation.

On their return, 40 years later, the former ship's company received a warm welcome from the islanders.

Visits were made to the General State Hospital in Argostoli for the presentation, by the association, of a cheque for £550 and to the plaque, pictured right, erected in the appropriately named HMS Daring Street which pays tribute to the ship's assistance during the earthquake.



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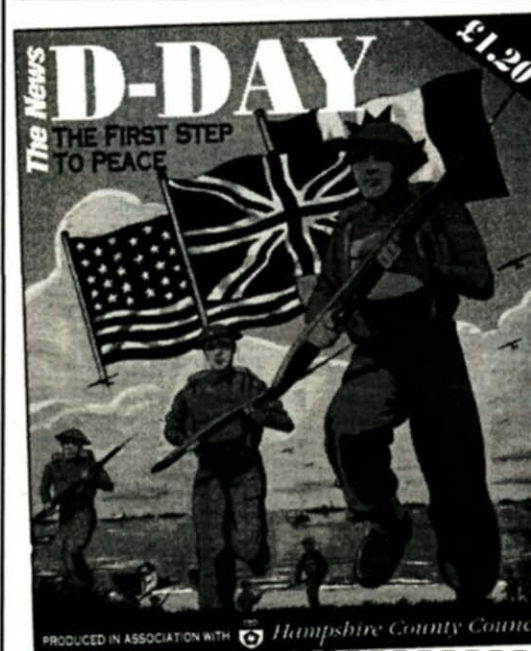
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# PROUD ALTHOUGH DEFEATED

With packed coach and car parks, much greeting of old friends and a considerable flow of alcohol, the annual gathering at Twickenham for the Army v Navy rugby match got under way.

However, before match comments the *Leprechaun* would like to mention the side attractions. The Cdr Doug Lewis organised and Hertz sponsored draw reaped benefits of £8,000 for the tri-Service coffers. The first prize holiday in New York was won by a retired Brigadier — an officer, *Leprechaun* was told, who deserved it for his continuous support to tri-Service rugby over many decades.

HMS Raleigh, also very deservedly, won the Willis Corroon Silver Salver in the competition for the best lunch on display; the Royal Logistics Corps were best Army entrant.

The match kicked off in front of some 12,000 spectators, although it is unrecorded how many people continued to support both teams vociferously throughout the game from the North and West car parks. The Army dominated the first 20 minutes and seldom left the Navy's half of the field where all line-out ball and nearly every ruck and maul ball went their way, but solid Navy defence prevented them from crossing the line and restricted their scoring to two penalties.

Leading up to half-time the Navy gradually forced themselves back into the game with lock forward Harry Harrison winning more and more line-out ball and right wing Craig White making some penetrative runs down the flank. Navy fly-half Gerry Price (returning for a cap after an eight year absence from the Navy side) hit back with two penalties for a half-time score of 6-6.

In the second half both sides defended exceptionally well but on four occasions the over eager Navy gave away penalties within easy kicking range to allow the Army to accumulate a further 12 points. Two scorching handling movements which both included Jamie Coulton coming into the line from full back, took the ball from the Navy's 22 up to the Army's line but failed to cross it. Had the Navy been able to run the ball a little more there is absolutely no doubt that they would have scored a try, but such was the pressure from the Army pack that the Navy were always struggling for clean possession.

## Pressure

However, forward drives from Navy players Bob Armstrong, Corin Palmer and Harrison kept pressure on the Army. In the end the Navy could not quite breach the Army's defence going down 18 points to 6 and had to watch as the Army lifted the Willis Corroon AFFAS Trophy for the seventh year in succession. Everything considered it was a great day for both the Navy and Army with the only sour note being the offensive habit of loud booing for both kickers — a bad habit which this fixture seems unable to eradicate.

Prior to the RAF match the Navy played a warm-up fixture at Esher against the Combined London Old Boys, but it was not a great advert for the Navy's playing strengths, with weak tackling, bad second phase ball and too much loose play being prevalent. Following early penalties for both sides and an excellent drop goal by Navy fullback Eyre from near the halfway line, it seemed that tries would be scarce. However, before half-time CLOB's hooker Wilkins scored one and for the Navy Mike Jarrett scored a superb try near the posts.

In the final quarter of the game Navy fitness started to reap dividends with tries by White, Armstrong, Palmer and Livingstone, all aided by Coul-

ton who was in fine kicking form. Final score RN 40, CLOB 17. On the touch line it was particularly pleasing to see CLOB's President, Capt. Mike Pearey, past President England RFU and, of course, past Selector and Chairman RNRU.

He has turned up throughout the season to lend his support to the RN side.

The Navy took on the RAF with a Wednesday fixture at Twickenham before a much-reduced crowd. Conditions were excellent for good rugby with a cold biting wind and occasional sunny periods, all of which augured well for the RAF's high quality back line. It was not surprising, therefore, that the RN game plan was to retain the ball in the forwards to deny England International Rory Underwood at full back and England 'A' player Hull at stand-off opportunities to utilise their considerable running skills.

Throughout the first half the RAF forwards proved to be very strong, mobile, fit and perhaps most important of all — very quick about the field in support. This unforeseen and unexpected contribution towards the RAF team's performance allowed quick and clean possession for their backs who duly scored three tries.

The RAF script obviously called for Underwood to show his paces and just before half-time he obliged in style going over, after a superb run down the touchline, by showing the flair so often seen on the international stage and which has

made him England's all-time record try scorer.

The RN made several scrappy forays into RAF territory without reward until Navy

## Inter-Service rugby

stand off Price dropped a goal to record the only RN points in the first half. Half-time RN 3, RAF 17.

Following the break the Navy set about their task with more commitment and for much of the second half the RAF looked ragged as Royal Marine No 8 Armstrong surged through the RAF lines setting up many quick ruck situations where he was well supported by hooker Clay, flanker Dixon and second rows Harrison and Cross.

This pressure led to Price getting opportunities to slot over three well-taken penalties. Not to be outdone, RAF centre Rayner took opportunist advantage of a handling mistake to kick and chase the ball over the line to score a try and record the RAF's only points in the second half.

## Hibernia Cup

Although the RN dominated the final quarter, overall the RAF backs were just too fast and strong and the final score was RN 12, RAF 22. The RAF were presented with the Willis Corroon Hibernia Cup by the President RFU, Mr Ian Beer — the first time that any trophy has been presented for the winners of this Inter-Service fixture.

In retrospect there is much to be cheerful about, with selector Jeff Blackett's gamble on nine new caps against a very experienced Army team nearly paying off. For the RAF game it had always been recognised that the RAF backs were likely to prove too good.

Still, there is much potential

in this young side for the years ahead and perhaps the greatest compliment during the Inter-Service matches for the Navy came from England International and Army flanker Tim Rodber who said, "For the past few years we have stuffed the Navy, but this year we were lucky to scrape a win — I am not looking forward to next year."

Next season the selector can call on 12 of this season's squad and can justifiably feel that he now has the nucleus of a future winning side. The Chairman RNRU (Capt Tony Hallett) was also upbeat.

There will be an incoming tour in autumn 1994 by the Australian Defence Forces who will visit UK from November 15 to December 16. They will play all three Services, a Combined Services side and two counties or clubs. Definite dates so far are November 23 v Army, probably at Aldershot, and November 30 v Royal Navy at Devonport.

The RNRU will undertake a two or three match tour of France from September 2 to 9, 1994, which is intended to be a development tour by picking a young side stiffened, as necessary, by a few experienced older players.

In a season that saw a new President, Rear Admiral Mike Gretton, the highest profile for the RNRU given by the Press was, sadly, for the court martial of a Navy forward found guilty of violence on the field in the first match of the season. Nonetheless this set back to morale was soon forgotten when new selector, Cdr Jeff Blackett, picked for his squad an inexperienced but talented team of youthful players who played 12, won 7 and lost 5, all of which bodes well for the next few years in the continuing struggle to beat our 'bête noire' at Twickenham, the Army.

Saddest event of the season was the death of Lt Cdr Jim Smith — who for over 30 years was a stalwart of Devonport Services as Selector, Fixture Secretary and Secretary. Awarded Life Membership by Devonport Services in 1983, his last job was as Resettlement Office in HMS Drake, which allowed him to maintain his close contacts with the club. He will be sadly missed!

Another great character, Lt Cdr Harry Brickwood, retired recently from this third career when he was relieved as Secretary RNRU by Lt Cdr Clive Lambhead. After giving up playing mediocre rugby in 1966 (his words), Harry took up refereeing, ran Navy Colts 66-70 and 72-74, was Sec. RN coaching sub committee 68-70, senior team sec. 76-77 and was made a Life Member RNRU in 1977. Not satisfied with that, he worked in Hong Kong 77-88 after retirement from the Navy and was awarded an MBE in 1988 for development of rugby in the Colony.

He has been Secretary RNRU for the past six years and will now start his fourth career as the Proprietor of the RNRU Travelling Shop selling Navy scarves and other gizzits around the bazaars.

Finally, the Executive Committee of the RNRU thank Desmond Leach from Willis Corroon AFFAS for his leadership with organisation of the Twickenham fixtures, are extremely grateful to our sponsors for their financial support and are keen to take this opportunity to wish all their affiliated teams, players, alikadoos, supporters and Navy News readers an enjoyable summer break. The *Leprechaun* trusts you will all return next season.

The RN squad this year was: Coulton, Eyre, White, Jarrett, Oakley, Brown, Price, Livingstone, Honey, Clay, Gary, Lee, Harrison, Cross, Dixon, Jones (Capt), Palmer, Armstrong, Burden, Morgan, Readwin, Emery.

# Policemen cop it from Navy

Due to the British Police being unable to make their annual fixture against the Royal Navy, the Senior Service were matched against a combined Royal Ulster Constabulary/Garda Siochana team, writes *Colour Sgt. Leo Toms*.

It was the first time these two forces had boxed side by side, but it was not to be their night — the Navy ran out 5-2 winners.

Best bout was the tremendous middleweight battle between Mne Paul Murphy (45 Cdo) and Peter Moore (Garda). First one then the other boxer looked to be gaining the advantage as the bout progressed, but it was the Garda boxer who took the deserved points decision on the sheer volume of punches he threw. He was also named Best Irish Boxer of the evening.

Best Navy man was LPT Danny Machin (Sultan), who turned in another brilliant display of boxing skills against the RUC's tough and game Eamon Adaire. Machin moved round Adaire using

long range jabs and right hands for the first two rounds. In the third he stood toe-to-toe and took Adaire on at his own game, winning a unanimous decision.

Mne Silver (42 Cdo) was considered unlucky not to get the decision against R. Hamilton (RUC), but both boxers were congratulated by the referee for the hard fought contest. Hamilton was awarded a majority decision.

A boxer who has improved on each performance for the Navy is LPT Paul New (Sultan). Again he showed skill and composure to outbox C. McKee (RUC) and force the referee to stop the contest in the third round.

At heavyweight Mne Lee Kerry (45 Cdo) also boxed well. Despite being shorter

than L. McMullen (RUC) he used his feet well, moving backwards throughout the contest and countering the policeman each time he advanced. Kerry's unanimous decision was well deserved.

Mnes Lee Hurford (Cardiff) and Nigel Weatherer (RM Poole) were too strong for their Garda opponents and won inside the distance, with first and third round stoppages respectively.

In a supporting bout LMEM Lloyd-West (Sultan) showed he had gained in experience and improved considerably since losing in the RN Intermediate Championship, with a good third round stoppage over T. Atwal (Titchfield ABC). Despite receiving a lot of heavy punches early in the contest he was never flustered and



Above: LPT Danny Machin (on the right) on his way to being named the best Navy boxer of the night in the RN v RUC/Garda Siochana match. His opponent was Eamon Adaire.

gradually wore down his man, stopping him with a good left hook to the head.

Another of the supporting bouts saw MEM T. Breeds

(Sultan) take a victory on points over C. Evans (Invincible) in the welterweight contest.

# Stretched too thin

Training prior to the Inter Services Basketball Championships gave coaches reason to hope the Navy team would give a decent account of themselves, if not necessarily win — and that despite major problems with player availability. Some juniors were drafted in to the senior team.

But shortcomings became apparent in the matches against the Army, whose aggressive ball-play was combined with a greater will to win and a higher level of fitness. The Navy's ladies, juniors and senior teams all went down to superior Army squads.

The Navy teams did, however, pick themselves up for the games against the RAF and results were much closer, but again the RN could not win.

Results — Ladies: RN 31 Army 77; RN 30 RAF 43; Army 56 RAF 51. Juniors: RN 49 Army 67; RN 52 RAF 63; Army 81 RAF 60. Seniors: RN 51 Army 91; RN 60 RAF 78; Army 85 RAF 79. Overall, the Army took all three.



## HOT SHOTS

The annual Skill at Arms Competition at HMS Cambridge saw a clean sweep for the Military Training Team.

In a closely fought contest they were victorious in the team event and also in most of the individual classes. Deserving a special mention among them was AB(M) Richard Dobson, who won the individual trophy, pistol and falling clay events, and was runner-up in the small bore competition.

The team (pictured left) comprised (l-r): AB(M) Scouse Miller, WEM(O) Pat Jennings, AB(M) Chris Harries and Richard Dobson.

Picture LA(PHOT) Graham Meggitt

## CHARITY BOX



A charity boxing match between HMS Illustrious and the Royal Military Academy Sandhurst was held in the aircraft carrier's hangar and when the 10 bouts were over the contest was drawn.

Charity was the real winner of the event, which was organised by CPOMEA Joe Kirby, CPOPT Martin Le Page and POPT Ian Smith. The audience of more than 200 chipped in over £1,000. Trophies were donated by DML Sports and Social Club.

Pictured above is LMEM Dicky Davies, winner of the super heavyweight bout.

## Stroke play

Lee-on-Solent Golf Club will be the venue for the RN Inter-Command and Individual Stroke Play Championships (June 20-22) and there are approximately nine places available to players not selected for their Commands. Any such players with a handicap of 10 or less wishing to enter should do so through their Command Golf Sec. or via Cdr G. Skinnis, FOSF, 4 The Parade, HM Naval Base, Portsmouth. If over subscribed, a ballot by handicap will take place.



# XI complete their group undefeated

Looking to recapture their early season form after a disappointing results in the Inter-Services, the Navy met Gloucester County FA at Fairford and began in sparkling form in the light drizzle, writes Lt Cdr Jim Danks.

POPT Nick Haigh seized on a loose ball in the penalty area to open the scoring in the 16th minute. He was also involved in the second, passing the ball to LPT Fraser Quirke, who wrong-footed the keeper and made it 2-0 on the half-hour.

CPO Steve Johnson and POSTD Ian Pattison were in outstanding form in the Navy defence. At the start of the second half LAEM Nigel Thwaites scored a fine individual goal from 15 yards.

After Gloucester pulled back to 3-1 the Navy were stirred to a final effort and responded with two goals in the last three minutes, courtesy of Haigh and CPO Will Flint, whose excellent shot from 18 yards brought the match to its conclusion and the rather flattering scoreline for the Navy of 5-1.

This was a very good performance by the Navy team and meant they completed their SWCC Group matches undefeated, a feat not often achieved. They will play Sussex in the final at Burnaby Road, Portsmouth, on April 28 (ko 1930).

The Army were held to a 1-1 draw by the RAF in the deciding match of the Inter-Services Competition. For the first time the two teams share the title.

In their match against Guernsey in the island's Centenary Tournament, the Navy scored first (PO Chris Long) and second (Thwaites). Guernsey then began playing in a more controlled manner and pulled back a goal.

The game was interrupted by hail, but when the players retook the field the local side seemed to have added impetus, eventually running out 3-2 winners.

All credit to them for their fight back, but the Navy will

not be pleased with the way they let slip a two-goal lead and conceded defeat, with moments of indecision by a defence which had otherwise played well.

A young Middlesex County FA side provided the next opposition for the Navy on a wet and windy St Martin's ground. Haigh scored in the 12th minute, following a corner from Craig Robinson, playing his first senior match for several months, and a pass from Tommy Johnson.

Haigh later increased the Navy lead with a looping header over the advancing keeper and in the second half completed his hat-trick. Flint scored two more and Paul Willets made it 6-0.

With his appearance in this match Tommy Johnson came within two games of his 200th appearance for the Navy.



## Sport



# Home and



Picture: John MacNally, Gosport.

# away

After a busy off-season, the RN ice hockey team, the Sentinels (pictured above), are well prepared for this summer's full fixture list, which will bring the sport to the heart of Gosport on most weekends until the end of August.

The team plays out of Holbrook Ice Rink, Forest Way, Gosport, and there is free admission to all home games. Players take the ice from 5 p.m., accompanied by all the razzamatazz you would expect from a North American sport. A DJ announcer keeps the crowd fully involved in the game, while interspersing the action with disco lighting and music.

Ice hockey is one of the best supported sports in the Royal Navy. Why not go along and see why for yourself? For more information, contact Lt Mark Walker (Sultan ext. 2410) or POMEM Mark Wallace (Sultan ext. 2479).

Meanwhile, out in Canada, the annual ice hockey game has taken place between NATO exchange personnel and their Canadian Navy and Air Force colleagues at the Canadian Forces Base Shearwater, in the Province of Nova Scotia.

The game is played in a most

friendly manner — this year the clock stopped itself five seconds from time to give the visitors a final chance of equalising the score! That said, this year the NATO team performed particularly well, despite the fact few could skate at all before arriving in Canada. The Canadian Forces took the match by 9-8.

The visitors' team is pictured left. Back (l-r): Lt Doug Beyer USN, Lt Max Walch USN, Lt Cdr Pete Sargeant USN, Lt Mark Coupland RN, Lt Kevin Bostick USN, Col. John Cody CF, Lt Rusty Kusupski, Lt Cdr Tony Knight RN, Lt Col Rocky Bogert USN, Mr Jerry Tracy, Westland Helicopters Ltd, and Lt Malcolm Toy RN. Front: LWREN Lisa Crudace RN, Lt Cdr Jerry Stocker RN, WO Mike Hatch CF, Lt Cdr Colin Gabriel RN and Mr Alistair McCaulay WHL. Mark Coupland was the captain and Malcolm Toy the manager/organiser.



Picture: Cpl Mason.

There is a new captain of Navy squash. Lt Robin Young (Phoenix NBCD School) takes over from POPT Ian Binks (RNSLAM).

## MINI WEST COUNTRY TOUR FOR UNDER 25s

The Navy's senior cricket side start the season with Lt Piers Moore as captain for the first time. Incogniti provide the opposition in the traditional two-day opening fixture of the season at Burnaby Road on May 12/13.

Following a match on the 15th against the Free Foresters, also at Portsmouth, the Navy travel to play Oxford University at the Parks on May 23.

Meanwhile, the Under 25 team have a three-match programme in the West Country; after playing the Combined Colleges at Dartmouth on May 7th, they take on Devon Cricket Association on the 8th and Devon and Cornwall Police the following day. Both these matches will be played at Mount Wise.

It is hoped that the opportunity to see future Navy players will attract a good crowd to Mount Wise.



## Fresh Air!

"Cornish Air" makes a fine sight as she crosses a calm Falmouth Bay. The Cornish-built 36-footer has been acquired for RNAS Culdrose's sail training fleet, based at the Watersports Centre, Falmouth. She was commissioned into the fleet by Mrs Marion Fish, wife of Capt. Peter Fish, CO of Culdrose.

Picture: LA(Phot) Erik Kennelly

## IN BRIEF

CWREN Sue Cradock was awarded the Tait Trophy for achieving the highest points (199 out of a possible 200) in the Women's Inter-Service Small Bore Rifle Shooting Championships at Tipner Ranges.

The competition was won overall by the Army Women with 1,898 points. The RN(W) followed on 1,858 and the RAF Women were third on 1,857.

Sue Cradock steps down this year as Secretary of the RN(W)RA, a post she has held for eight years.

□ □ □

Portsmouth Command's Windsurfing Championships will take place at Browdown Camp, Gosport, on June 8. Entry is free and open to all RN, RM and QARNNS personnel serving in the Portsmouth area.

In parallel with the individual competition there will be an Inter-establishment contest, with the first three sailors from each being totted up on an aggregate points basis. Contact Lt Cdr C. F. Brooks (PNB 24728) or CPOWEA D. Strudwick (PNB 8871274) for details.

The following month (July 2-3) the Royal Navy Windsurfing Championships will be hosted by the Portland Branch of the Royal Naval Sailing Association at Boscowen Sailing Centre, Portland.

Further details from Lt Cdr Brooks and CPO Strudwick (as above) or from Lt Cdr I. Plant (Prospect House 53822).

## Sweet success in old Seville



A group of runners from HMS Rooke took part in the tenth City of Seville Marathon, which covered 42 kilometres and attracted 2,500 athletes in all.

All members of the Rooke contingent completed the race and they are pictured above (from left to right): LCK Steve Ackerlay, LSA Charlie Ellis, Maria Ellis, LWTR Mark Evans, MA(Q) Natasha Burton, PO Rory Underwood and AB(D) Taff Rees.



# Ships line up for Navy Days

See the ships and meet the sailors at one of the traditional British Bank Holiday excursions, Portsmouth Navy Days, held on May 28-30.

This year the event is being held over Whitsun to coincide with the 50th anniversary D-Day commemorations taking place in Portsmouth at the same time.

Traditionally it is the ships themselves that are the main attractions and although details have not yet been confirmed, the organisers are expecting two Type 21s, a Type 42, an aircraft carrier and several minesweepers. It is hoped that a cross-section of warships from Nato navies will also be in attendance.

A Second World War Liberty Ship, the SS Jeremiah O'Brien, in Portsmouth for the D-Day commemorations, will be open to the public over Navy Days and is expected to be a major attraction.

An arena programme runs all afternoon with military band displays, the Radio 2 Roadshow and a spectacular dragon boat racing regatta held in one of the basins. The Herb Miller Orchestra, enhancing the flavour of the D-Day anniversary, will be performing an open air style concert on the 28th and 30th and aircraft from the Fleet Air Arm and the RAF will be demonstrating their flying skills in a daring, low level display over the harbour.



## Unseen but not forgotten

First of the RN's Upholder class submarines to be decommissioned is HMS Unseen, pictured below flying her paying off pennant as she sails into Devonport naval base.

The newly-built submarine, which has only been in service for a few months, will be "mothballed" as part of recent defence cuts.

Along with her sister ships HMS Ursula, Unicorn and Upholder, due to pay off over the coming months, she will be stored in Devonport in a high state of preparedness in the hope that a buyer will be found.

Discussions have already taken place with the Canadian government while interest has also been shown by India, Pakistan and Malaysia.

Meanwhile, resolute to the end, was the oldest of Britain's polaris submarines, HMS Resolution, as she returned to Clyde submarine base after her final deterrent patrol.

HMS Resolution, sponsored by HM Queen Elizabeth, The Queen Mother, was launched in September 1966 and commissioned in October 1967. The lead ship of a class of four submarines, she carried out her

first patrol in 1968 and now has a total of 60 patrols to her credit.

The boat also holds two commendations from CINCFLEET for the longest deterrent patrols ever carried out by British Polaris submarines, both of which saw her at sea for over 100 days continuously.

For one man on board her arrival in Faslane brought back poignant memories. Capt Mike Henry was HMS Resolution's first CO and, having seen her safely alongside Faslane for the first time, over a quarter of a century ago, he was on hand to witness the end of her long career.

For Cdr Jonty Powis, Resolution's current CO, the end of this particular era heralds the dawn of another as he leaves to take command of HMS Victorious, soon to arrive at Clyde Submarine Base to take Resolution's place in the forefront of the UK's defence.

**HMS Trenchant embarks the first Spearfish warshot weapons at Coulport, the Submarine Flotilla's new heavyweight torpedo which will replace the ageing Tigerfish weapon. HMS Vanguard has also now embarked Spearfish.**



## Ark Harrier shot down

● From page one

Malcolm Rifkind, later said that "to see at first hand the achievements of the British commanders and of the British units helping the UN in Bosnia — an operation requiring the highest professionalism and courage from members of all three Services — was a source of immense pride.

"The British Forces in Bosnia have endured great danger and extremely difficult conditions. Their performance has rightly won universal praise.

"Their morale is exceptional. No-one should underestimate the difficulties which lie ahead — but I have no doubt that our Forces will be equal to the task facing them and I cannot speak too highly of what they have done so far."

While HMS Ark Royal was alongside for maintenance at the Greek port of Piraeus last month a Greek terrorist organisation admitted having tried to fire two anti-tank rockets at the ship.

"Their capability to aim these weapons and the capacity of such rockets to damage a ship the size of the Ark have been greatly exaggerated," Cdr Jacob commented.

"But in any event the attack was foiled due to damp from recent wet weather affecting the ignition devices."

The ship was then asked to be back on station in the Adriatic 24 hours ahead of schedule, following the Bosnian Serbs' offensive on Gorazde.

The break at Piraeus had nevertheless provided an opportunity for families to fly out and join their loved ones for a few days over Easter.

● Mne Timothy Coates (28) of 42 Cdo became the fourth British serviceman to be killed in the war in Bosnia when he was shot at a military checkpoint in Sarajevo. He was off-duty at the time and the circumstances of his death are under investigation.

● Above left: Chief Aircrewman Marty Dodds (top) and Csgt George Mathieson RM (left) unload a young casualty from Mostar — one of 96 removed from the hostilities during a medical evacuation by Sea King helicopters of 845 Naval Air Squadron at Split.

● Above: Lt Cdr John Snowball, 2IC of 845 Naval Air Squadron, with Prime Minister John Major and Defence Secretary Malcolm Rifkind at the squadron hangar at Split.

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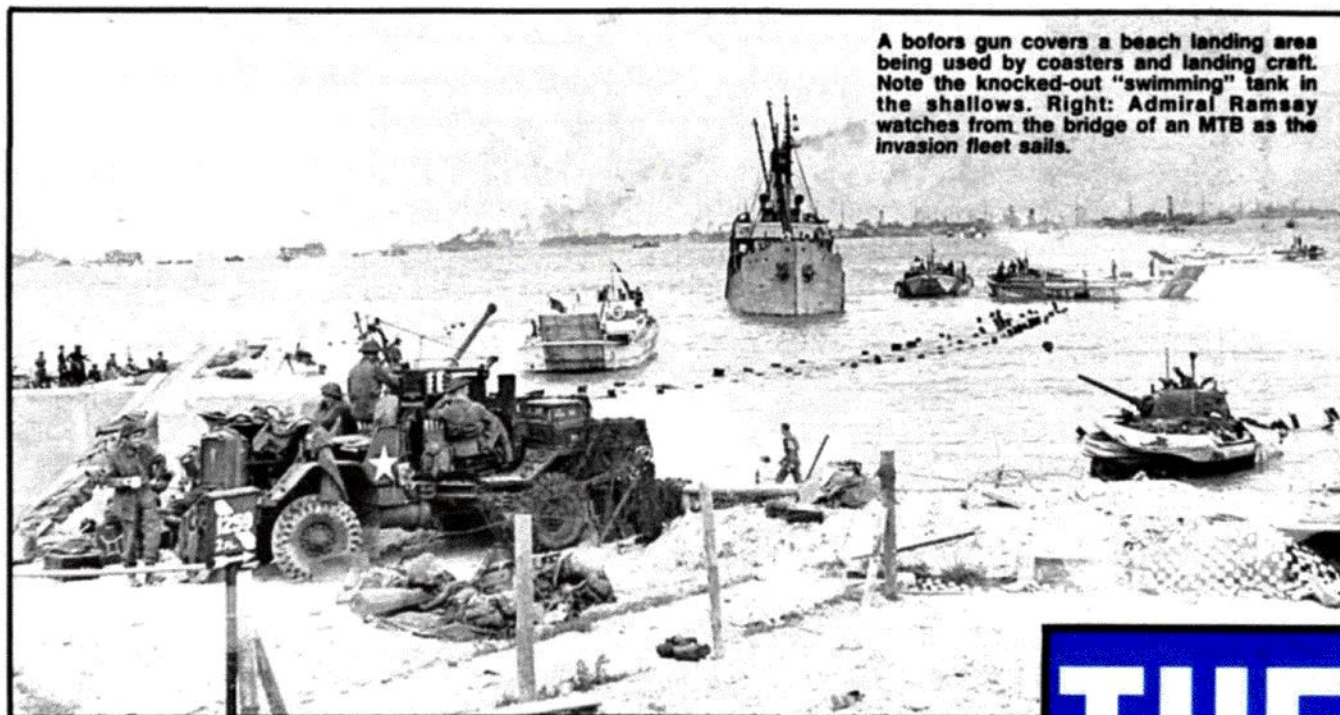


**Navy News**  
D+50 anniversary souvenir  
**Part 1**





# D-DAY OPERATION NEPTUNE



A 60mm gun covers a beach landing area being used by coasters and landing craft. Note the knocked-out "swimming" tank in the shallows. Right: Admiral Ramsay watches from the bridge of an MTB as the invasion fleet sails.

Pictures: Imperial War Museum

## ASSAULT FROM THE SEA - H.M.S. BELFAST OFF THE D-DAY BEACHES



June 1944. As landing craft stream towards the Normandy beachheads, H.M.S. BELFAST, of the British Eastern bombardment force, manoeuvres carefully amongst the host of smaller vessels. An R.A.F. Typhoon, returning from a raid into enemy territory, flies low over the cruiser; distant specks herald another formation of aircraft en route to the target. The bombardment continues...

Artist Trevor A Tremethick undertook meticulous research (including study of the BELFAST'S log for the period, courtesy of the Public Record Office, Kew) to make this limited edition print a worthy commemoration both of the D-Day anniversary and a well-loved ship.

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JUNE 6, 1944, heads a number of titles in history's diary... the Normandy Landings, the Second Front, Operation Overlord — and, most commonly, D-Day.

Prosaically, "D-Day" like H-Hour is the military's alliterated term to denote the timing of an attack. Overlord, on the other hand, was not the codeword for the landings, but for the overall plan to liberate Western Europe.

The least known label for the event, but the most accurate, is Operation Neptune.

Neptune was the key word for the assault phase of what is now widely described as the largest amphibious invasion in history. As the name suggests it was mainly a naval undertaking. In command was a British admiral directly responsible to the Allied supreme commander, General Dwight D. Eisenhower.

For Neptune, Admiral Bertram Ramsay's forces were immense: 1,212 warships, 4,125 landing craft and amphibious craft, 735 ancillary vessels and 864 merchant ships. Over three-quarters of the entire armada was British.

It was Ramsay's task to advise Eisenhower on the place and timing of the attack. It was

# THE NAVY'S GREATEST ENTERPRISE

his task to assemble the thousands of vessels from ports and harbours throughout Britain; and it was his task to provide a safe and preferably undetected passage through the Channel minefields for the British, US and Canadian troops who would fight for a foothold on the shores of Hitler's "Fortress Europe".

It was Ramsay's task to land them on the beaches and to provide the massive naval gunfire support which was necessary if they were not to die there.

It was his task also to keep the convoy routes from UK open against inevitable German naval attacks, and to keep

the Allied beachheads supplied and reinforced faster than the enemy could build up his strength to oppose the invasion.

It was his task to ensure the establishment of the prefabricated harbours — the Mulberries — which would provide vital port facilities in the assault areas until the Allies could eventually capture and open a major French port.

## Casualties

Ramsay did not underestimate the problems his forces would encounter. As the man who organised the evacuation from Dunkirk almost exactly four years before, he had first-hand experience of the consequences of failure by an expeditionary force in Europe.

Planning for the worst and hoping for the best, he prepared himself and his forces for heavy casualties among those vessels and men earmarked for the initial assault. Many of the landing craft officers were told to expect up to 50 per cent casualties. Many of the minesweepers — small vessels that of necessity would form the vanguard — were not expected to return.

But the risks were carefully calculated in his meticulous plan which ran to 1,100 pages. Each commanding officer of each vessel from battleship to motor launch knew exactly what he had to do and when.

Detailed instructions were essential if the extremely complex timetable was not to fall apart. Not only had Ramsay to assemble and move thousands of vessels across the Channel, but regardless of any spoiling attack by the enemy they had to be in position dead on time so that the assault was properly co-ordinated and took maximum advantage of tide levels and covering darkness just before dawn.

No ship was to stop in the narrow, swept channels for any reason — not even to pick up the survivors of other ships which may have been sunk. In the darkness, that could cause a pile-up which would prove disastrous to the whole invasion. Any men in the water would have to take their chances and be picked up later.

For the assault Ramsay divided his command into two Task Force Areas — Eastern and Western. The Western Task Force Area was under the command of Rear Admiral Philip Vian flying his flag in the cruiser HMS Scylla, and covered Sword, Juno and Gold Beaches.

The Eastern Area, which took in the American beaches of Omaha and Utah, was under the command of Admiral Alan Kirk in the cruiser HMS Augusta.

## Left flank

H-Hour at Sword Beach on the Allies' left flank was 0725. Here the assault troops were the British 3rd Division and the 1st Special Service Brigade which included 45 Commando Royal Marines. The bombardment force supporting them comprised three battleships, five cruisers, 13 destroyers and 30 close-support landing craft variously armed with rockets, flak and artillery.

In command at Sword was Rear Admiral Arthur Topham flying his flag in the converted passenger vessel HMS Largs. His assault forces included four infantry assault ships, 23 tank landing ships (LSTs), 103 tank landing craft (LTCs) and 54 large landing craft for infantry — LCI(L)s.

Mine countermeasures vessels available to him included 26 fleet minesweepers and 30

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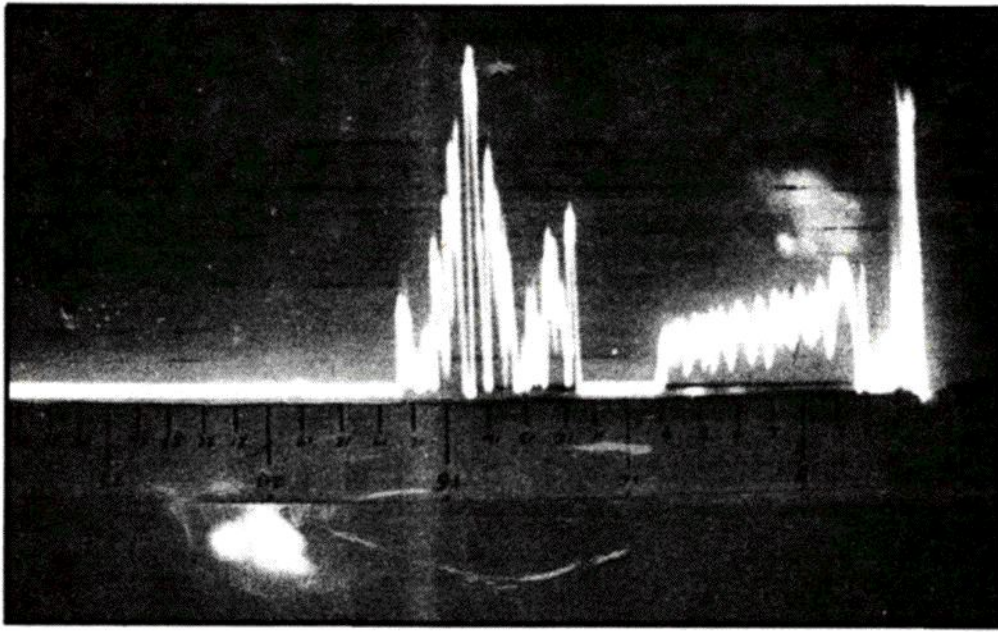
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● Our front-page picture in this supplement was taken by CPO(PHOT) Tel Harding. The items were provided by the Royal Naval Museum, the Royal Marines Museum and Portsmouth City Council. The ensign, from the collection of the RN Museum, was the first White Ensign to be raised in Normandy on D-Day.





German radar-eye view of the Allied invasion. This picture shows the screen of a FuMO 21 warning tube at Cap de la Ruyez on the Bay of the Seine during the morning of June 6, 1944. To the left are the radar images of the approaching ships and balloons, while to the right can be seen the effect of jamming by Allied minesweepers. The cloud-like area is the dying effect of air-dropped jamming material. The picture was provided by Mr Percy Cullum, a rating on board the minesweeper HMS Apollo during Operation Neptune.

inshore sweepers.

Immediately to the right of Sword, Juno Beach was chosen for the landing of the Canadian 3rd Division and 48 Cdo RM, the first elements of which — delayed by tides — reached shore at 0745.

There operations were directed by Commodore Geoffrey Oliver from his HQ ship HMS Hilary. Sixteen fleet minesweepers opened the way across the Channel and his bombardment force included two cruisers, 11 destroyers and 27 close-support craft.

The landings were undertaken by 23 LSTs, 132 LCTs, 32 LCIs, and 21 assault ships — each with a typical complement of six assault landing craft (LCAs).

### Costly

On Gold Beach immediately to the east, landings began at 0730, the British 50th Division and 47 Cdo RM being put ashore by eight assault ships, 29 LSTs, 129 LCTs, 15 US Navy LCI(L)s and six Canadian LCI(L)s.

The bombardment force included five cruisers, 15 destroyers and 45 close-support craft. Minesweeping support was provided by 16 fleet sweepers. The force was under the command of Commodore Cyril Douglas-Pennant in the HQ ship HMS Bulolo.

At Omaha, to the right of Gold, Rear Admiral John L. Hall USN was in command of what would prove to be the most costly assault area in terms of Allied lives. There the troops of the US 1st and 29th Divisions were eventually successful but in the process suffered over 4,000 casualties, more than half of which came on D-Day and most of those in the two hours following the first landings at 0630.

For the attack on Omaha, Hall's force included nine British assault ships, nine Royal Navy fleet minesweepers, 20 of the RN's smaller sweepers and eight Canadian fleet sweepers.

### Losses

His bombardment force comprised two US battleships, the cruiser HMS Glasgow, two French cruisers and three British destroyers.

Widely separated from Omaha, Utah Beach was on the Allies' extreme right and was the landing area for the American 4th Division. In command was Rear Admiral Don P. Moon in USS Bayfield. His force included a British assault ship and 18 Royal Navy fleet sweepers.

Bombardment by a US battleship and two US cruisers was supplemented by a British monitor, three RN cruisers and a Dutch gunboat.

Generally, the Neptune plan worked well and losses in most cases were not as heavy as had been expected. By the end of D-

Day more than 130,000 troops had been landed on the shore of France and the lodgement areas extended up to many miles inland.

Casualties suffered by the armada that first day were surprisingly light: one British, one US and one Norwegian destroyer; a US minesweeper, a British motor torpedo boat and a US patrol craft — all either sunk or damaged beyond repair. One British merchant ship was lost.

June 6 did not mark the end of Operation Neptune but its beginning. The task remained of bolstering the beachheads with fresh troops, equipment and supplies, of protecting the cross-Channel lifeline and continuing naval gunfire support against centres of enemy resistance and against counter-attacks.

By the time Operation Neptune was wound up in early July, more than 3,000 vessels had run a shuttle service to Normandy, landing 861,838 men, 157,633 vehicles and 501,834 tons of stores.

### RN Commandos

Naval support for Overlord continued up to and beyond September 12 when the fall of Le Havre marked the official end of the Normandy campaign. By then naval losses associated with the invasion had amounted to 50 major and ten minor war vessels sunk or damaged beyond repair, and 26 merchant ships lost outright.

Naval personnel took part in every aspect of the invasion — on land, at sea and in the air.

They of course manned the bombardment and escorting ships, and those that swept the Channel for the assault forces. And they manned the landing

craft that delivered the troops. Wearing khaki, RN Beach Commandos were put ashore at great personal risk ahead of the main forces to clear mines and obstacles laid by the enemy.

As artillery spotters for the battleships and cruisers, sailors forged inland with the Army, directing gunfire over crackling radios while often pinned down by snipers or attacked by German tanks. In some cases they were dropped far inland with paratroops to help in the seizure of strategic objectives ahead of the troops advancing from the beachheads.

### Pilots

Royal Navy beachmasters and staff spent weeks on the exposed beaches directing the disembarkation of troops and equipment, while further inland naval personnel set up communications links for newly-established headquarters.

Royal Marines saw some of the toughest fighting in the fields and villages of Normandy, while above them Fleet Air Arm fighter pilots spotted targets for the bombardment ships.

In the narrative that follows Navy News has attempted to reflect all the Navy's roles in Operation Neptune, whether common or unusual.

We have avoided reciting in detail every significant, well charted incident. Instead we trace events through the eyes and memories of mostly ordinary naval personnel who were in the front line of what Admiral Ramsay described as "this great enterprise".

These very personal views of Operation Neptune are also intended as a small tribute to those who could not return to tell their stories.

Thousands of ships and landing craft passed in line through channels swept clear of mines on the night before D-Day.



# 'Unlikely to survive the assault'

BY MIDDAY on June 5, 1944, while most of the Allied armada still lay in port or at anchor, fewer than 200 small vessels were embarking on a hazardous passage that would end under the enemy's guns hours ahead of the invasion fleet.

The risks they were running were high but vital to the success of Operation Neptune and therefore to Overlord as a whole. Their orders were clear and uncompromising: regardless of enemy attack, they were to sweep and light channels through the vast British and German minefields right up to the Normandy shore.

Admiral Ramsay knew better than most how vulnerable would be the lightly armed minesweepers in the face of effective enemy fire. He believed that out of grim necessity he was probably sending a high proportion of the crews to their deaths.

On board the fleet sweeper HMS Pickle in Portsmouth, Leading Coder Kenneth Snowden had the dubious privilege of sharing that knowledge. His job gave him access to top-secret plans which had listed Pickle as "unlikely to survive the initial assault".

### E-boats

Throughout June 5-6 those words flashed through his mind many times. It seemed to him like a sentence of death, and for once he stopped worrying about the alertness of the lookouts or of the crews manning the ship's sole 4-in gun and anti-aircraft weapons.

Nearby in HMS Orestes, RPO Dave Dallas and his shipmates were also concerned about survival as well as success. They were issued with enough Horlicks tablets to nourish them for 48 hours. With the pills came a field dressing for each man and a piece of rope to fasten around his waist to ease rescue from the sea — or recovery of his body.

Before they and the rest of 18th Minesweeping Flotilla left Portsmouth for Gold Beach, their commanding officer told

## THE SWEEPERS



Ken Snowden ... his ship was not expected to return.

them they would not alter course "regardless of enemy flares, U-boats, E-boats or shore batteries".

He added ominously: "When we have finished our sweep we shall be in sight of the enemy. I want every man to do his duty and be prepared for anything."

### 'Drive on'

A seriousness suddenly descended upon the messdecks — until some of Dallas's shipmates began to crack a few wry jokes to relieve the tension.

As the first sweepers left a crowded Portsmouth Harbour shortly before noon on June 5, a flag hoist from the signal tower spelled out Ramsay's parting words to them: "Good luck. Drive on."

Leader of Pickle's flotilla — the 7th — was Cdr George Nelson in HMS Pelorus. From him came the cheekily appropriate reply: "Aye, aye, sir — with Nelson in the van."

In the very wake of the sweepers came the "danlayers", most of them converted trawlers tasked with dropping a series of dan buoys to mark the boundaries of the swept channels.

This "lamplighter flotilla" would drop their buoys and sinkers at regular intervals, each dan buoy showing a flag by day, a light by night, so illuminating the safe highways along which the huge armada would follow to France.

Among the danlayers astern of Pickle and 7 MSF was the St Barbe. Her commanding officer, Lt "Tommy" Thomas, knew his crew were well rehearsed in their task, but the weather worried him.

### Threat

He knew that prowling E-boats would, given half a chance, snap up his squat little vessel as a pike would an ugly duckling. But it was the deep swell of the Channel that posed a more immediate threat.

The dan buoys and sinkers weighed 5cwt and his men had to heave them over the side with the St Barbe rolling as much as 33 degrees. In that dark, choppy sea, if a man went overboard ...

It seemed to Thomas then that lamplighting was not as easy as it sounded — and a far cry from his peacetime job as a schoolmaster.

It was shortly after dark that Orestes encountered and despatched her first mine. There were plenty more where that came from, and Dave Dallas noticed that some of the unexploded variety passed uncomfortably close to the ship.



Dave Dallas ... told to be prepared for anything.

Immediately ahead, the flotilla's lead ship HMS Ready had her sweeping gear blown away — so now it was Orestes' turn to lead. Barely half an hour was to pass before Orestes herself had her sweeps destroyed, and it was her turn to drop back for repairs in the hazardous game of leapfrog the sweepers were now forced to play.

At last, at 0230 on June 6, many of the sweepers had achieved their primary task. The way was open.

As Pickle lay a couple of miles off Juno Beach, Snowden thought: so far, so good. But he could clearly see Normandy and was not happy to hear the commanding officer tell the ship's company that they were to anchor there for a few hours until the invasion fleet arrived.

After all, reasoned Snowden, if Pickle could see the enemy, the enemy must be able to see her. He remembered he couldn't swim and gave his life-jacket a few more comforting puffs.

● Turn to next page

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# THROUGH SMOKE AND FIRE

AS COMMANDING officer of a tank landing craft Lt Ken Jenkins was privy to the D-Day plans a few days earlier than most. Amid reams of charts and orders, the 72 COs of V Squadron, 19 LCT Flotilla received their final briefing for the Normandy landings.

The briefer's first sentence wished them good morning; his second imparted the intended date of the operation; his third told them to expect 50 per cent casualties.

With grave faces all the officers turned to glance around at colleagues and friends, wondering which of them were living out their last days. Jenkins felt more sorrow for the impending loss of comrades than fear for his own safety. Death and injury always happened to other people.

## 'Crazy Gang'

They were more likely to happen to people like Marine Bob Hutchinson who was in receipt of a magnificent threepeece a day danger money for what he was about to do.

His flotilla of "secret weapons" comprised 12 assault landing craft (LCAs) nicknamed The Crazy Gang by those of Hutchinson's comrades who were aware of their existence.

The secret equipment sounded more of a danger to the crews than the enemy. Each craft had a long fire hose, the nozzle of which had been blocked. The pipe was rolled and attached at one end to a rocket. Liquid explosive was carried in a tank on the stern.

In the well of the craft were two dozen Spigot mortars mounted on launchers angled forward. Object of the lethal



Alan Higgins . . . helped casualties in a landing craft.

combination was to blast a path through mines and beach obstacles.

The LCAs were towed over to the beaches and Hutchinson heard that some of the craft which had broken loose in the darkness were scuttled as a danger to the invasion fleet.

Those of The Crazy Gang who reached Normandy ploughed up to the beaches to set off their rockets which shot off landward, deploying the hose pipes behind them.

The liquid explosive was then compressed into the pipes and 190-second fuses set on the ends. The ends of the pipes were quickly thrown overboard and the LCAs retreated at full speed astern to await the outcome.

After a satisfying big bang, the craft moved back into the beach to trigger their concrete-busting mortars in pairs. With that done Hutchinson felt that he'd really earned his extra threepeece that day — especially as the forward two mortars in his craft had only just cleared the top of the ramp.

Despite that and other, more conventional plans to dispose of mines and beach obstacles, many remained in place on Sword Beach and took a heavy toll of the landing craft. Casualties were high among the first troops

ashore as deadly 88mm guns, which in their mobile form were difficult to counter, set up accurate fire from woods on the left flank of the landing area.

The devastating effect of a shell exploding in a troop space was never to be forgotten by Alan Higgins, a boy telegraphist in the large infantry landing craft LCI(L) 111.

A flotilla leader, the crowded craft emerged through a veil of shell and mortar splashes to beach and land her troops.

Higgins saw that near them LCT 854 was heading in with its cargo of Bren Carriers ablaze and ammunition exploding. The air was alive with bullets and shrapnel, nevertheless he spotted his shipmate Harry Gee — in an exposed position blazing away at the enemy with his 20mm Oerlikon cannon.

As the young telegraphist ducked back into the wireless office a shattering blast shook the craft and there was an immediate, suffocating smell of cordite.

A shell had hit No. 3 troop space, still packed with men. It had exploded there, shrapnel cutting a swathe across the deck to exit on the starboard side.

Through the voice pipe to the bridge Higgins heard the commanding officer order him to clear the space. Obeying, he was greeted below with the harrowing sight of many dead and severely wounded soldiers.

## Legs shattered

Those of the injured who were helpless were in danger of drowning in the bloody water that was slowly rising in the damaged craft. Approaching to help one soldier, Higgins saw that the man's leg was hanging off below the knee. He remembered the ampoules of morphia he had been given and jabbed one of them into the soldier's thigh. He did the same for another who was semi-conscious and whose legs also had been shattered.

By now the landing craft had disembarked those of her troops who were uninjured and was on her return passage. Other crewmen had arrived to help in the task of getting the dead and wounded to the upper deck.

"Come on, mate," said Higgins to encourage one man who seemed in a complete daze. The soldier just stared at him silently. Higgins took a closer look and found the reason for the man's lack of response — a small hole behind his right ear.

## Long sigh

The casualties were being transferred to a destroyer which had a medical officer on board. However, the landing craft had only one wire stretcher so that most of the wounded had to be carried up a ladder in pitching seas, one man supporting a casualty with hands under the arms, while another supported his legs.

Higgins saw that the face of the soldier he was helping was a leaden colour. As he reached the top of the ladder the man gave out a long sigh and died in his arms.

As he helped that day the young sailor struggled to find words to comfort the injured and

## A German shell . . .



THESE pictures rank among the most dramatic to be taken during the D-Day landings. They are grim "before" and "after" shots of LCT 854 whose story is told in these pages.

On the left the craft heads in to smoke-shrouded Sword Beach where a burning vehicle can be seen to the right of the picture.

The photograph was taken moments before a shell caused the devastation shown by the picture on the right.

dying, but no matter how he tried, the right words seemed to elude him.

Both dead and wounded were placed along a narrow passage all along the port side of the ship, and LCI(L) 111 returned for repairs in Newhaven.

Death on the beach was also AB George Kirkby's first sight of Normandy. As cox'n of an LCA, the spectacle of the bodies of Royal Navy Commandos and sappers sent ahead to clear mines and obstructions did nothing to bolster his confidence as he steered his craft landward.

## Vulnerable

His had been one of the craft lowered from the converted cross-Channel passenger steamer Prinsess Astrid. Now it seemed to him that his vessel was far too small and vulnerable.

Kirkby felt the LCA lurch as its flat bottom hit the beach. He dropped the ramp and an Army lieutenant went ahead with a rope, one end of which was secured to the bows.

Using the rope to help them keep their feet, the troops disembarked, stumbling with heavy kit through the shallows. With that the beached craft came under fire from German artillery, machine-guns and small arms.

From the LCA next to Kirkby's there emerged a curious figure: a man riding ashore on a small, motorised scooter. He didn't get far. Kirkby saw him fall, killed by bullets or shrapnel.

When the last soldier had disembarked Kirkby wasted no time

in moving stern-first off the beach. But there was something very wrong. The rope used by the soldiers had become entangled around a beach obstacle — complete with attached Teller mine.

Quickly the craft's small crew cut the rope and turned the LCA seaward. But they were too late. A shell from an "88" hit them below the waterline. The sea flooded in and soon Kirkby was steering in Newhaven.



Bob Hutchinson . . . operated a "secret weapon".

ing up to his waist in water.

Rescued by another vessel of the flotilla he and his crew were taken back to Prinsess Astrid where he witnessed a curious scene — sailors being lifted out of their craft on stretchers.

They were not wounded but drunk. Each LCA was equipped with two bottles of rum to bolster the troops for the ordeal ahead. But in the choppy seas most of the soldiers had been too seakick to face alcohol — and the crew of some craft just could not bear to see good rum go to waste.

There were no qualms about high seas for Petty Officer Robin Fowler and the crew of LCI(L) 387. They regarded themselves as hardened seafarers long before D-Day when, through the hostile Atlantic seas of the previous winter they had sailed the 153ft-long, flat-bottomed craft from Norfolk, Virginia, to Falmouth. The character-forming voyage had taken four weeks.

Now as LCI(L) 387 headed for the beach the scene which greeted Fowler convinced him they were heading into chaos. He could feel and hear the craft hitting underwater obstacles, one of which punched a hole in the engine room, but her momentum carried her on to land her troops.

That done she used her keel anchor to haul herself off, but the engine room began to take in so much water that return to the beach was her only option.

## DD tanks

Hitting yet more obstructions, her engine room took further damage before 387 beached again on an ebbing tide.

Under the enemy guns, marine mechanic Fowler and his shipmates were in for a long struggle to make emergency repairs in time for the next tide . . .

Vital to the success of Overlord was the early landing of tanks — many of them specially adapted: there were Sherman DD (Duplex Drive) tanks with watertight, collapsible screens to give them temporary buoyancy; tanks equipped with flails to deal with mines; "carpet-layers" which rolled out matting across the soft sand; flame-throwing tanks and tanks armed with Petard mortars to pulverise concrete strongpoints.

All this armour had to be put ashore early, swiftly and effectively by the hundreds of tank

landing craft (LCTs) and tank landing ships (LSTs) which had streamed through the swept channels overnight.

Typically about 160ft long, the LCTs were commanded by junior naval officers and each could accommodate about nine tanks or equivalent load.

## Wrecks

Looking out from the open bridge in LCT 821, Signalman Eric Loseby saw what appeared to be a typical residential seaside area with a sandy shore sloping up to a prom and roadway at the top. There the association with normality ended, for this little resort was being torn to pieces by weapons of war.

Closely grouped houses on the far side of the prom were burning fiercely or were already smouldering shells as a result of the Allied bombardment. The shoreline was obstructed with everything from stranded vehicles and tanks to wrecked landing craft and German beach obstacles.

As the craft's ramp was lowered Loseby heard bullets buzz like bees past his head. Looking down he was puzzled by the plethora of tin and enamel mugs floating a few yards from the water's edge, but as the tide ebbed it uncovered the gruesome solution: the mugs were attached to the knapsacks of dead soldiers lying face-down in the water.

It was not a place in which to tarry, but Loseby's hopes that they would be off the beach in record time were dashed when it was realised that 821's keel anchor cable had parted. They could make amends, but even so they would not now get off before the next tide . . .

In LCT 854 Wireman Bill Joyce comforted himself with the knowledge that he'd put on a clean vest that day. His mother

would be so ashamed if he was killed or injured in a dirty vest — and now as his craft came under fire he felt he'd done the right thing.

As 854 went in he heard a terrific explosion and saw a huge fountain of water off the port bow near his winch-lowering station. Behind him ready to disembark were three Bren Carriers each loaded with mortar bombs.

As the ramp was lowered they began to roll off — then one of them received a direct hit.

The sound of mortar bombs exploding was deafening. The craft's second in command was shouting an order at Joyce but the wireman was only aware of the officer's lips moving.



Ron Carter . . . struggled to help save LCT 789.

The Germans were firing more shells into the smoke, yet through it all 854 eventually managed to offload, lift her ramp and get off the beach. Dead and wounded Army personnel littered her deck. There were also two wounded crew members, and her cargo of battered humanity was soon to be increased by a party of Marines she found floundering in the water.

Meanwhile, an infantry landing craft had come alongside and had started to play hoses on her

fires . . .

In LCT 455, Jack Darby was keenly aware that he was the craft's only electrical rating, and as 455 ran in to the beach under cover of dawn's half light, what concerned him most was whether he possessed the necessary skill and courage.

As the craft's ramp door was dropped the DD tanks on board surged landward. Suddenly enemy fire became intense. The two leading tanks "swimming" ashore were hit and keeled over in the water. Horrified, Darby saw the landing craft on 455's starboard side virtually blow up. Astern a disabled craft was coming in sideways-on.

Bedlam ensued. Troops were running ashore into a hail of small-arms fire and exploding shells. The ramp door jammed in the open position, making Darby and his shipmates even more vulnerable to the accurate fire.

Using her keel anchor 455 went full astern on emergency power, and Darby was relieved to see that the violent motion had freed the ramp which was now closing.

## Stuck

Under the command of Ken Jenkins, LCT 7088 approached the cluttered beachhead with her load of eight Sherman tanks as well as three jeeps and a three-ton caravan.

Amid vessels jockeying for position, and the many damaged landing craft, Jenkins finally found a gap and charged his craft into it.

Down went the ramp and the all-important caravan was moved off first. But before it could clear the craft it stuck in the mud, defying all attempts to shift it.

The Army officer in charge, Lt Bob Sewell, vowed that he'd put a tank through the caravan rather than delay his timetable. Luckily for the recipient of the bogged-down trailer, a recovery vehicle appeared and hauled it away before Sewell could carry out his threat.

## Sniper fire

In the meantime the tide had ebbed and 7088 was high and dry. Amid sporadic sniper fire, she had joined the craft waiting to get off on the next tide.

Each side of Jenkins were two other vessels which had been immobilised by engine-room damage caused by beach obstacles. When a third LCT, also holed in the engine room, became beached and helpless across Jenkins' stern, he was well and truly hemmed in.

The next tide would be no help to him now. He would not get off for days . . .

Shells were exploding all around LCT 789 after her cox'n, Leading Seaman Ron Carter, charged the craft at full speed through mined beach obstacles. As she disembarked a flail tank,

followed by Sherman battle tanks and Bren Carriers, she came under heavy fire.

Carter ducked as a shell demolished the ramp's port winch house. As the last Bren Carrier drove over the ramp another shell burst in front of it, slewing it around and wedging it at right-angles across the entrance.

## Shrapnel

One soldier had been killed, another badly wounded and members of 789's crew had received minor wounds from shrapnel. Carter reckoned it could have been far worse — and it probably would be if they couldn't get off the beach.

First task was to remove the damaged Bren Carrier, which they did after much pushing, shoving and levering. Then there was the ramp. The starboard winch alone was not powerful enough to lift the seven-ton door.

Using their ingenuity, Carter and the crew reeved a spare cable through snatch blocks on the port side and attached it to the ramp. The other end they fixed to the anchor capstan and by turning that they were able to lift the ramp into a safe position.

As they were heading back to the invasion fleet Carter estimated that they had been on the beach for 55 minutes. He had counted every one of them.

## Ball of flame

As Royal Marines Cpl Bill Kurn drove his Landing Craft Mechanised to the beach he could feel the concussion of shells exploding in the water around him. On his right an LCI loaded with troops disappeared in a ball of flame.

Kurn, one of the cox'ns of 602 Flotilla, saw a beached coaster strafed by German fighters. Its cargo included explosives which went up with a fearsome bang, spreading thick, black smoke and scattering flaming debris over the sand . . .

Meanwhile, the crew of LCI(L) 387 were labouring to repair their vessel. As they dug into the sand below the damaged engine room they were approached by a Royal Engineer who, it seemed to PO Fowler, was taking an inordinate interest in what they were doing.

Eventually the soldier casually broke the news that the RE, having had to secure that part of the beach themselves, were a bit behind with the clearance of the heavily mined area. Just be careful, he warned. They were to be wary of tripwires.

With that the work came to a sudden halt and the crew retired on board to consider their next move. Just as well, thought Fowler, as he heard the sound of renewed sniping from buildings ashore. Then a German battery opened up again . . .

Kurn's LCM was being run into the ground. After the vessel landed yet another cargo of

## . . . did this



troops the stoker came up from the engine room to announce disconcertingly that they were sinking. The battering to which the craft had been subjected had finally proved too much.

Amid acrid smoke and in a sea covered in oil from theirs and other sunken craft, Kurn and his crew of four managed to keep themselves afloat. Almost blinded by the oil they were eventually picked up by a rescue boat . . .

After their sojourn aboard it seemed to the crew of LCI(L) 387 that their priority was to get off the beach. With some trepidation it was decided to recontinue the repair operation — and they watched very carefully for tripwires.

## Jagged steel

By now the tide had gone out completely and Fowler could see that the shore between high and low water marks was festooned with tank traps and jagged steel hedgehogs designed to rip out the bottom of landing craft.

Heavy timbers were embedded in the sand and these were surmounted by Teller mines and iron spikes. And then there were the hidden mines . . . With scratch repairs complete, it was a long, lonely wait until the tide came in.

When it did 387 was obligingly towed off by an LCA which in the process was hit several times by automatic fire. Then the German artillery started up again, and Fowler was not sorry to see the back of Sword Beach that day.

Steered by ropes on the tiller flat, the craft limped on an erratic course back to England. Showing no lights to avoid attack

by E-boats, she was in constant danger of collision with Allied shipping in the narrow, swept channel. With her jury-rigged steering Fowler knew she would be in no condition to defend herself or to take avoiding action.

To add to their troubles the temporary repairs were not up to the crossing and the engine room began slowly to flood again. The electrical bilge pump gave up on them and the fire pumps which they had pressed into service were only partially effective.

At dawn they were relieved to sight the Isle of Wight, but if they expected to receive a warm welcome in Portsmouth they were disappointed. Because they were damaged they were refused entry.

Inquiring of the Signal Tower as to their next move, they were told tersely: "Work out your own salvation". Fowler suddenly felt that they were a very small cog in a very large machine.

With the water in the engine room reaching danger level, the commanding officer decided in desperation to beach the craft at Southsea. This he did successfully, and Fowler and his shipmates were encouraged to find the natives friendly.

● The obstructions on Sword Beach were cleared by RN Commandos at low water. But the beach was never secure from German shellfire. After heavy damage on June 15-16 landing craft were not allowed to remain there, and a week later even depot ships and coasters had to use Juno and Gold. After the opening of the port of Ouistreham Sword Beach was abandoned on July 1.

## Navy News

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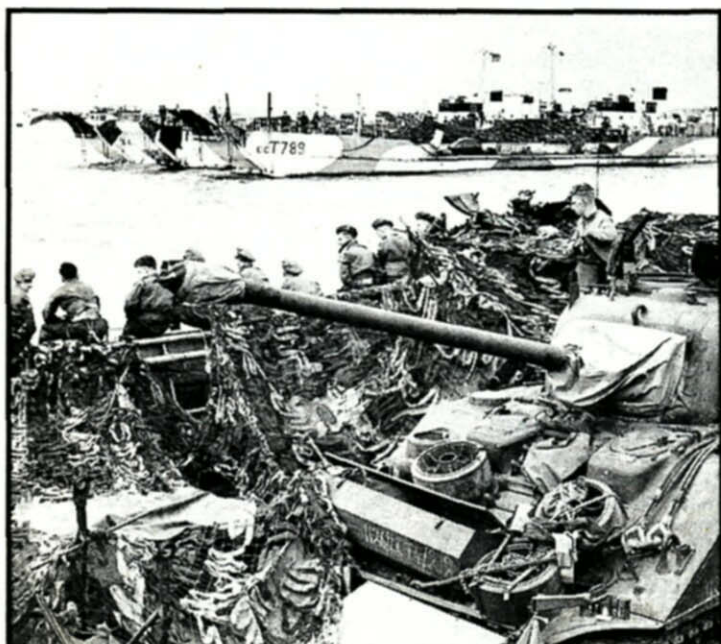
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Royal Marine Commandos wade ashore from landing craft.

Pictures: Imperial War Museum



LCT 789 seen from another tank landing craft shortly before D-Day.

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# D-DAY OPERATION NEPTUNE

## Obstacles take their toll

WHEN THE twelve 6in. guns of HMS Belfast opened fire it seemed to Ken Strudley that the cruiser had lifted out of the water. It was 0530 on June 6, just a week before Boy Seaman Strudley's 18th birthday.

But that and all other thoughts were blasted from his mind by the shock of Belfast's first broadside — which he later found had damaged most of the forward ablutions.

In "A" turret, Leading Seaman Edward Bate was serving the guns under the command of

**■ Juno Beach, extending six miles to the right of Sword, was chosen for the landing of the 3rd Canadian Division and three Royal Marines Commandos. Task Force J's fire support units were under the command of Rear Admiral Frederick Dalrymple-Hamilton flying his flag in the cruiser HMS Belfast.**

a certain Lt Howard — son of Leslie Howard, star of the Hollywood blockbuster "Gone With The Wind." Earlier in the war the actor had been killed when a Luftwaffe fighter shot down the aircraft in which he was a passenger. If his son was now savouring some measure of revenge, he did not show it.

When Bate inquired with a

natural curiosity as to the type of target on the receiving end of "A" turret's efforts, back came the tart reply from the direction control tower that it was "a bunch of Jerries who'd been spotted going into the local brothel."

In fact, both Belfast and the cruiser HMS Diadem had been engaging batteries facing 3rd Canadian Division, while 11 accompanying destroyers pounded beach defences.

### Confusion

But not all was going well on Juno. Choppy seas were causing confusion and delay, and beach obstacles were taking a heavy toll of the landing craft. From the Belfast, Stoker Dennis Howlett saw many of them just explode, the troops they carried either going down with the vessel or jumping into a sea ablaze with oil.

As the day wore on he was shocked to see the terrible wounds which had been suffered by returning casualties. Many of the injured died on board.

Among the destroyers which opened up on Juno Beach that morning was HMS Faulknor, which the next day was to have the distinction of embarking Field Marshal Montgomery for transfer to Normandy.

En route, Able Seaman Carl Heuer was told to make cocoa



Wounded troops being helped on board a Royal Navy warship. For many of the more seriously injured it was the closest they would ever again get to home.

for the distinguished guest. On the bridge he handed a cup of the thick, Navy "kye" to the General. Heuer was taken aback to be asked by Monty: "What do you do — eat it or drink it?"

Disembarkation of the great soldier proved to be a trying experience for the whole ship's company. Faulknor was required to go so far inshore that she went aground, ripping off her Asdic gear in the process.

### Novel remedy

Able Seaman Alfred Pavay, captain of the ship's four-barrelled pom-pom gun took part in putting into practice a novel remedy for the situation.

The first lieutenant cleared lower decks and ordered all hands to the quarterdeck. Then, with the ship's engines full astern and three landing craft pulling seaward, everyone was ordered to jump up and down in unison. It worked, and Faulknor headed back to England for repairs.

Unlike the forces off Sword Beach, the Juno ships did not come under air attack until D+1. Then all AA guns were pointed skywards to put up a shield of flak against the attackers.

After one air raid, Stoker Stewart Housham in HMS Vigilant witnessed the treatment of

some of the more unusual casualties — a group of Canadians who had been in a vessel tied up astern of the destroyer when her AA had opened up. There had been a lot of smoke from the guns and the Canadians had been unlucky



Dennis Howlett... he sheltered in a dug-out.

enough to get the benefit of most of it. Choking and coughing, they were taken on board and given the sailor's cure-all — a tot. It seemed to do the trick.

Soon Howlett was to leave Belfast for a taste of life on the beaches. He and other shipmates were formed into a work party to assist in clearing debris

from the congested shore. As they got to the beach enemy shells began raining down, forcing them to move further inland. Howlett found a dug-out and crawled into it to join a group of soldiers. They were having trouble with snipers not far up the road but told Howlett they could do nothing about it as they were out of ammo.

Huddled in the hole, wondering how effective a rifle would be as a club, Howlett shared the soldiers' chocolate and swapped experiences. To his bewilderment they said they didn't envy his life on a ship off the beaches — "like a sitting duck."

Pondering the irony of that viewpoint, Howlett commented that he would rather be out there than in his present accommodation — "Listen to those shells screaming overhead!"

"Don't worry about those mate," came the reply. "It's the ones that don't go over you need to worry about!"

● On June 16 King George VI accompanied by Admiral Ramsay and the First Sea Lord landed on Juno Beach, despite its early problems, Juno remained a vital link in reinforcement and supply for the Allies for weeks after D-Day.

FROM HIS lookout station on the "monkey island" of LCT 441, Seaman George Nosworthy scanned Southampton Water to take in the sight of the largest number of ships he had ever seen.

As his tank landing craft joined the armada to sail for France that evening of June 5, Nosworthy could not help feeling that the omens for his survival were not good...

His brother serving in the RAF had been killed six months before while on a bombing mission over Berlin.

With this on his mind, Nosworthy heard the craft's commanding officer remind the crew of Nelson's "England expects" signal before Trafalgar.

Nosworthy was not impressed. His great, great grandfather had died on board HMS Neptune at Trafalgar. And now, almost 130 years later, the codeword for this operation was Neptune.

### Seasickness

As dawn approached, the Canadian tank crews on board, who had suffered cruelly from seasickness all night, were preparing for battle. Tanks were released from their securing devices, engines were revved up and sidarms checked.

When he arrived at his station on the forward winches, Nosworthy was made even more keenly aware of the dangers ahead when he was asked to toss a coin to decide his place on the winch. That's what life and death are all about, he thought bleakly. A game of uckers!

Now, with their engines running merrily the Sherman DD tanks had inflated their rubber screens ready to swim ashore. Over the throaty noise Nosworthy could hear the sound of gunfire and the crump of shells landing nearby.

### Unnerving

But things were not going to plan. Nosworthy knew from exhaustive exercises designed to prepare them for this day, that the landing craft should now slow down for the departure of the swimming tanks. Instead, 441 was increasing to full speed.

Her commanding officer had decided the rough sea was likely to swamp the DDs, so he opted to brave the beach obstacles and drive in as far as possible.

The winch party were given



Of the 4,126 landing ships and craft employed for Operation Neptune, more than 700 were destroyed or damaged. It was a loss that had been expected. Picture: Imperial War Museum

## 'Life's a game of uckers'

the order to lower the ramp door, and as it came down Nosworthy was treated to the unnerving sight of mine-armed obstacles dead ahead.

With her door open 441 continued through the shallows, enemy machine-gun bullets ricocheting through the hold. Worse was to follow as 441 hit one of the obstacles, setting off the attached explosive. The blast threw Nosworthy off his feet as it holed the landing craft below the waterline.

There was a ringing in his ears, but as he lay sprawled on the deck he was relieved to find that he'd not been hit. Almost miraculously, neither had anyone else.

Coming quickly to his senses his immediate reaction was to kick off his boots — they would drag him down in the water.

Then everyone set about trying to save their vessel as kit-bags and hammocks, and anything that came to hand, was stuffed into the rent in her hull.

Obstructions on Juno Beach were causing widespread problems, in some sectors up to a third of landing craft were



Anthony Dean... 'grandstand' view of the carnage.

being damaged or sunk by the defences. LCT 500, carrying self-propelled artillery and demolition vehicles of the Canadian 7th Brigade, hit a mined obstacle just 50 yards off her landing site.

Midshipman Anthony Dean's study of a blazing church spire was rudely interrupted as the explosion blew a large hole in the bow.

As mortar bombs fell around, the craft was beached and a

work party plugged the hole with hazelwood fenders so that the vehicles could drive off...

Nearby it was friendly fire not the enemy's that threatened to spell disaster for LCT 876. Her first lieutenant, Lt James Bray, felt that 876 was giving better than she was getting as she approached the hostile beach.

### Unlucky

Thanks to the fact that she was loaded with Canadian self-propelled artillery — 105mm guns mounted on tank chassis — she was able to give her proposed landing site her very own softening-up barrage.

But it was quite another direction from which problems were to rain down... Astern lay bombarding landing craft — LCT(R)s — firing multiple rocket launchers. When some of the projectiles fell short, 876 was unlucky enough to be hit by one which severed the ramp's starboard wire. The nine-ton door crashed down and ended up hanging beneath the bow.

All efforts to lift it failed, and as a last resort it was decided to drive the craft ashore so that the much-needed artillery could be unloaded when the tide receded.

Under fire from two concrete pillboxes, Bray supervised the operation involving the use of both bow and keel anchors to drag the unwieldy craft astern so as to pull the ramp into its normal unloading position...

### Losing battle

Meanwhile, George Nosworthy and the rest of the crew of LCT 441 were losing the battle to keep her afloat, and the soldiers on board were assembling on the after deck for rescue by a Landing Craft Personnel (LCP) manned by Royal Marines.

All around the stricken vessel troops from other sunken craft were struggling in the water. Seeing this, Nosworthy and a shipmate threw as many hand lines as possible over the side.

With the troops disembarked, 441's CO assembled his crew and told them it was time for them to go, too. Although the craft would not be completely immersed in the shallow water, there were armed beach obstacles under her hull and they were likely to explode as she settled.

Nosworthy and the others had time to collect their personal effects before they donned their lifejackets and took to the water, from which they were soon rescued by the Royal Marines' LCP. One can never

count on omens, thought Nosworthy as he was hauled to safety...

The pillboxes which had been pestering LCT 876 had been knocked out by a Landing Craft Flak (LCF), 876 sustained no further damage. Temporary repairs would also see her off on the next tide...

Unfortunately LCT 500 was not in that happy position. The severity of her damage would keep her marooned — and presented Midshipman Dean with an unenviable grandstand position from which to observe the battle to secure the beach.

He saw one Allied tank after another knocked out by German gunfire as they attempted to pass through a gap in the dunes. It was only when a tank armed with a Petard mortar was able to climb the dune opposite that the enemy strongpoint was reduced and the way cleared.

### Debris

The beach obstacles were soon dealt with by engineers and RN Commandos, but the occasional carnage caused by mines in the sand continued for some time. Dean witnessed a Bren Carrier and a DUKW blown up in this way, their occupants thrown into the air. Many of them lay still on landing, others walked around in circles before dropping to the sand. By low tide the beach was littered with debris and bodies.

That night the crew were kept awake by the constant noise of gunfire, outgoing and incoming. In the morning Dean saw that a Bofors gun emplacement in the sand near the ship had taken a direct hit. The crew had been killed.

Gradually that second day

the fighting moved further inland and for the first time Dean was to come into close contact with his adversary. The Canadians asked if they could use LCT 500 as a temporary pen for the hundreds of prisoners they had captured.

Dean noticed that they included a few SS officers who remained surly and aloof from the others. But most of the prisoners seemed to him a sorry bunch — hungry, thirsty and very frightened.

### Courage

Eventually Army engineers were able to turn their attention to helping the beached craft. Metal plates salvaged from the scattered debris were welded to the hull and a channel bulldozed through the sand to aid refloatation.

Impressed with the bulldozer driver's courage in braving hidden mines — one of which he triggered — Dean presented him with 200 duty-free Woodbines. They were received with delighted amazement, as though the midshipman had just handed over a block of gold.

● Navigational errors and reports of dangerous shoals delayed H-Hour on Juno Beach. That meant that the landing craft had to beach among the sea defences. In addition, 48 Commando Royal Marines, whose task included beach clearance, suffered heavy casualties in their wooden landing craft. Despite the early problems, by the day's end more than 21,000 troops, 3,200 vehicles and 2,500 tons of stores had been landed and the beachhead secured.



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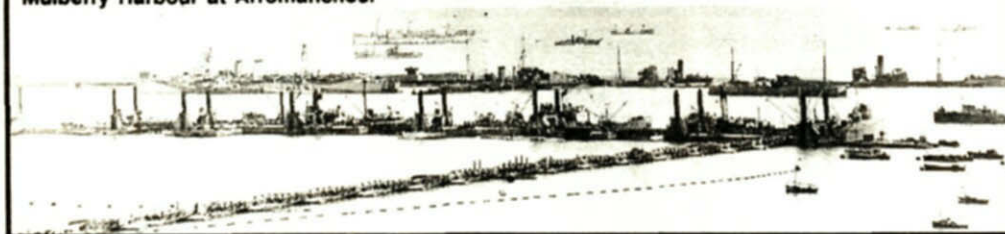
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## MULBERRIES AND GOOSEBERRIES

## The man who sank nine Allied ships

Mulberry Harbour at Arromanches.



sons 200ft long and weighing up to 6,000 tons which, when sunk, would with Gooseberries form effective breakwaters; and Whales which were floating pier sections made of concrete and steel.

### Sitting duck

Crossing the Channel at a lumbering four knots' maximum, Signalman Peter Coney felt like a sitting duck on his Phoenix. For one thing he had no head for heights and the monster he was riding towered 60ft above the waves. For another it had been assessed that the Mulberry crews would probably take 25 per cent casualties.

Coney found that the Phoenix was made up of hollow

compartments with a catwalk from end to end. The living accommodation for the crew of four — three seamen and himself — consisted of a small cabin in built just below the catwalk at one end.

His head reeled each time he had to ascend the steel ladder on one side of the caisson to get to the living quarters.

It took Coney's Phoenix an interminable 24 hours to be towed across the Channel to Arromanches, and although their tug was not attacked, the trip was not without incident...

En route they were hit by a merchant ship which, thought, Coney, must have come off worse for the encounter.

■ The lack of adequate deepwater ports along the open stretch of Normandy coast selected for the assault presented the Allies with a problem. Their solution was deceptively simple: construct pre-fabricated harbours in England and tow the pieces to France for assembly. The project was given the codeword Mulberry and was closely linked with the "Corncock" plan to sink blockships as breakwaters — codenamed Gooseberries.

signal from the tug which was nudging the freighter into her exact position, Davies touched the leads down on to the battery.

There was a shattering explosion which ripped off the hatch covers and sent Davies sprawling through his open hatch.

### Rescue boats

Crumpled at the bottom of a ladder he was suddenly aware of water pouring in everywhere. Time to get out. Fortunately he was uninjured and was able to clamber up to the patch of sky above almost as fast as he'd left it.

He reached the deck to see rescue boats around the ship. Their crews thought that the

freighter had been hit by enemy fire and were exhorting the bewildered Davies to: "Jump, sailor!"

During the next three days he and the rest of his team successfully scuttled nine ships bow-to-stern off Ouistreham.

By June 8 the first Mulberry sections were being laid off Gold and Omaha beaches. Towed from England, the pre-fabricated port would be vital to the resupply of the Allied lodgement area.

Each Mulberry comprised three main components: Bombardons were 200ft-long floating structures moored end-to-end offshore to reduce wave height by up to 40 per cent; Phoenixes were concrete cais-



# D-DAY OPERATION NEPTUNE



Sailors in HMS Emerald hold the tail section of the bomb that bounced off the cruiser's magazine hatch and exploded in the sea. Picture supplied by Mr Norman Wood

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# Bouncing bombs and other kinds

ABLE Seaman Stan Tipp was carrying out a task that was new to him. A radar operator in the destroyer HMS Cottesmore, he was now straining, not to see and interpret images on his screen, but to listen for transmissions ashore.

In the small hours of June 6 the Hunt-class ship had stealthily approached Gold Beach with her sister-ship, HMS Pychley. Their mission was to report back any enemy activity that could endanger the invasion fleet closing the Normandy coast.

But they had to remain undetected — and for once Tipp's 271 radar set was turned off to avoid German monitoring of the ship's transmissions.

## Ear-splitting

When dawn broke and the horizon was filled with ships of every description, the need for stealth was over. After a 40-minute opening bombardment by Task Force G cruisers, Cottesmore and three other Hunt-class destroyers slowly started to advance towards the shore.

To Tipp it seemed that the ships were firing at anything in the beach area that showed life — including German artillery which sent up fountains of water worryingly close to the attackers.

Then came the RAF, and — with ear-splitting whooshes — barges mounting multiple rocket launchers sent their terrifying cargo landward. Tipp wondered what it must be like to lie under such a barrage. It was frightening even to watch.

Stoker Harry Chapman felt

■ Ten miles wide, Gold Beach was the most westerly assault area in the British Eastern Sector and was chosen as the site of a prefabricated Mulberry Harbour — at Arromanches. Force G flagship for 50th (Northumbrian) Division was a converted liner, HMS Bulolo under Commodore Cyril Douglas-Pennant. The bombarding force comprised the cruisers HM ships Argonaut, Orion, Ajax and Emerald, the Dutch gunboat Flores, and 15 destroyers.

his ship, HMS Undaunted, lift out of the water as he received a near miss. Above decks it seemed to Chapman like a scene from Hades: big ships were firing their guns, rocket barges were sending off their missiles in eruptions of smoke and flame; nearby a ship was on fire while in another troops were singing as they climbed down scrambling nets to landing craft tossing in the swell.

With a Dutch officer, S/Lt Reg Noquet was in command of a signals intelligence party in Force G flagship HMS Bulolo. Almost from the beginning he found she was getting her share of trouble.

## Raid

She came under dangerously accurate fire from a battery at Longues which threatened to wipe out Gold Force's nerve centre. Bulolo was forced to retreat out of range while HMS Ajax dealt with the problem.

Then, shortly after dawn the next morning an enemy fighter-bomber raided the anchorage, dropping a 250-lb phosphorous bomb which hit the Bulolo near the wireless office where Noquet worked.

Three officers and a rating were killed, but Noquet was uninjured. Arming himself with a fire extinguisher he rushed out to deal with the blaze but found

that the fire control party already had it well in hand.

Later, he was saddened to learn that one of those who had died was the RAF pilot officer with whom he shared a cabin, and during the following days



Reg Noquet... he had a narrow escape in Bulolo.

the constant smell of damp, charred wood had a depressing effect on him.

Emerald, too, came under air attack that day — and had a remarkably lucky escape from a bouncing bomb.

At the time Petty Officer Radio Mechanic Leslie Allen was at his action station in the port radar office controlling the ship's close-range radar. He traced one enemy aircraft as it headed towards, and then over the ship.

A stick of five bombs came whistling down, four of which straddled the cruiser. A fifth hit the magazine hatch cover, bounced off, slid across the deck and crashed through the guardrails to pitch over the side into the sea, leaving behind its tail section.

In the plotting room below the bridge, Leading Seaman Norman Wood felt the terrific concussion of five bombs exploding in simultaneously very close to the ship. As the shock waves subsided another sound met his ears — a very loud hissing as all those around him were desperately blowing up their lifejackets.

In the radar office Allen sighed and thanked his lucky stars. Earlier that day the magazine hatch had been open during the ship's bombardment. If the bomb had been dropped then it would not have bounced. It would have exploded in the magazine, almost certainly destroying the ship in the most dramatic way imaginable.

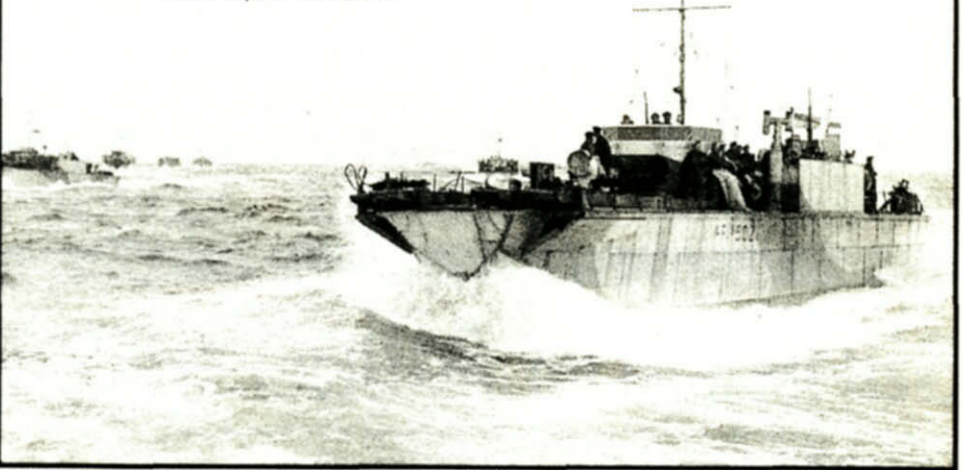
## Intruder

Flying over the task force was a hazardous venture — for friend and foe alike. Petty Officer Bert Gollop was in charge of AA in the destroyer HMS Ulysses. Scanning the sky, he saw a Messerschmitt 109 flying head-on towards the ship. Without waiting for instructions he ordered the starboard Bofors gun to open fire on the intruder.

Every ship within range joined in and with some satisfaction Gollop saw Ulysses' shells hit the fighter's tail. In seconds his sense of triumph turned sour as the mortally damaged fighter flew over the ship — and he was able to spot the unmistakable D-Day stripes and wing rounds that identified it as an RAF Spitfire.

It was an immense relief to

Landing craft head for the beaches. Picture: Imperial War Museum



# Daring of the human rudder

BILL Howorth found himself heading for Normandy more by accident than design.

As an able seaman gunner he was drafted to the landing ship Empire Arquebus after returning from survivors leave. Embarking as ordered at the ship's anchorage off Cowes, he chatted amiably to his prospective shipmates and had a good look round his new home.

But when the ship's gunnery officer found that their new AB was on board he sent for him and breezily announced that Howorth shouldn't really be there. The ship had a full complement and didn't really need him. However, as Howorth had talked to members of the ship's company it was too late to return him ashore as he probably would have been made aware of Arquebus's D-Day purpose and destination.

He might as well make himself useful and man a 20mm Oerlikon cannon on one of the

assault landing craft (LCAs) on board.

At all levels throughout the Allied force there was a grim sense of reality about the risks the invading forces were to face. Many thought their chances of survival were slim — and often the reaction of their superior officers did nothing to persuade them otherwise.

Lt Ron Davies RNVR was commanding officer of tank landing craft LCT 647 destined to be among the first on Gold Beach. At a final briefing he and his fellow COs asked for guidance as to their movements after the assault.

## Expendable

The query caused hesitation and a hurried consultation on the platform. Then with great charm a staff officer replied candidly: "As a matter of fact we hadn't included you in the turn-around organisation at all. However, if you get off the beach you'd better go to the waiting position to join a convoy back to Southampton."

As H-Hour approached on June 6 the apparently expend-

able assault craft of 539 LCA Flotilla were being swung out on davits and lowered from their mother ship, Empire Halberd.

Marine Don Howard looked down from his craft as the winches hummed and the choppy sea rose to meet him. The coast of France was in sight and all around there was smoke, and the sound of gunfire, shells screaming overhead and rockets being launched.

With a shudder the LCA made contact with the waves. Quickly the engines were started, fore and aft hooks disengaged, and the craft was on her own, ready for the seven-mile run-in to the beach.

As he left "mother's" side, he saw that the LCA ahead was already in serious trouble. In the turbulent sea its forward hook had fouled the steering wheel, ripping it away and shattering the engine-room telegraph.

Out of control, the craft began shipping water. As Howard's LCA prepared to pass a rope to attempt a tow, he witnessed an extraordinary

scene — Marines Cpl "Bill" Tandy, coxswain of the helpless vessel, was climbing over the stern to hang on to the rudder guard.

The 19-year-old corporal was well aware of his flotilla's motto — "Right Beach — On Time" — and he considered the loss of a steering wheel only a minor setback.

It was not possible in those seas to steer an LCA by using its engines, so he would use his body to do it. He would be a human rudder.

## Pity

Standing on the rudder guard with one foot, he found that by kicking the rudder with the other and shouting instructions to his stoker the craft was passably manageable. They could and they would make it to the beach with their troops. In Empire Arquebus Bill Howorth pitied the seafaring soldiers as they embarked in his LCA. They had so much kit that they looked, and probably felt, that they were carrying the world on their backs.

After a bumpy passage the

Gollop to see the pilot bale out successfully and slowly descend by parachute, albeit amid a hail of tracer fire.

When the captain sent for him he felt a court martial would be the inevitable outcome. But no. His commanding officer told him that as the aircraft was flying low and approaching head-on, he was correct to open fire immediately. Far from reprimanding him he congratulated the petty officer on using his initiative.

## Praise

Shelling continued against specific targets inland for days, the ships periodically returning to England to re-arm and re-supply. By June 12 HMS Orion, for example, had fired 3,358 shells. Argonaut spent 25 days off the beaches, expending 4,395 rounds.

A young lieutenant on board, William Procter, was particularly proud that the ship pointed and destroyed a group of enemy tanks at extreme range of the cruiser's guns, thus receiving the praise of Lt Gen. Miles Dempsey, commander of the British Second Army.

On June 11 the battleship HMS Nelson's nine 16in. guns were committed to bombarding targets inland from Gold Beach.

As Nelson hurled her one-ton projectiles at the Germans, Torpedoman Sid George found the noise almost unbearable. In the midst of the racket he was amazed to see the ship's Royal Marines band appear on the quarterdeck in full ceremonial uniform to play a programme of marches and popular music. Nearby the American battleship Nevada could not resist the signal: "Very good. Are you serving tea and crumpets on the t'c'sle?"

At the end of June, Reg Noquet, who had been lucky to escape injury in the air attack



Corporal Tandy... steered his craft with his body.

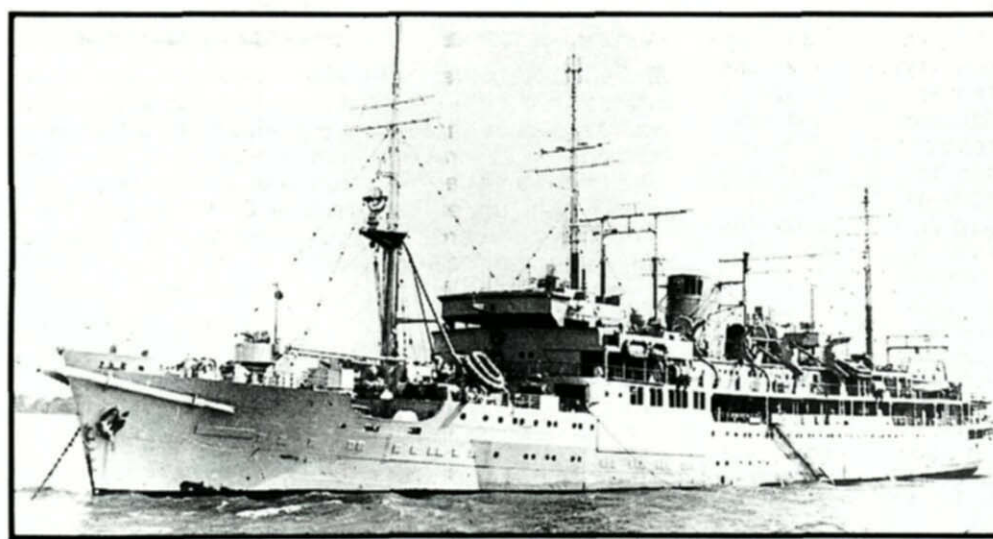
craft lurched as it hit the beach and at once the troops who had been crouching in its well were pouring out over the lowered ramp into the waist-deep water.

Howorth watched as the men, wet through and with their kit weighing them down, advanced up the beach. It was then that guns started firing from concrete emplacements among the sand dunes, and the soldiers threw themselves to the ground.

Howorth noticed that when the troops rose to continue their advance some of their comrades remained lying face down, never to rise again...

Tandy's craft was approaching the beaches now. Still balancing on the rudder guard, he was alternately high out of the water then plunging up to his armpits in the sea. But he hung on, steering the LCA through obstacles and under fire to reach the right beach — on time.

His troops ashore, he had now to undergo the equally grueling task of steering back to Empire Halberd. When he reached her he was suffering ex-

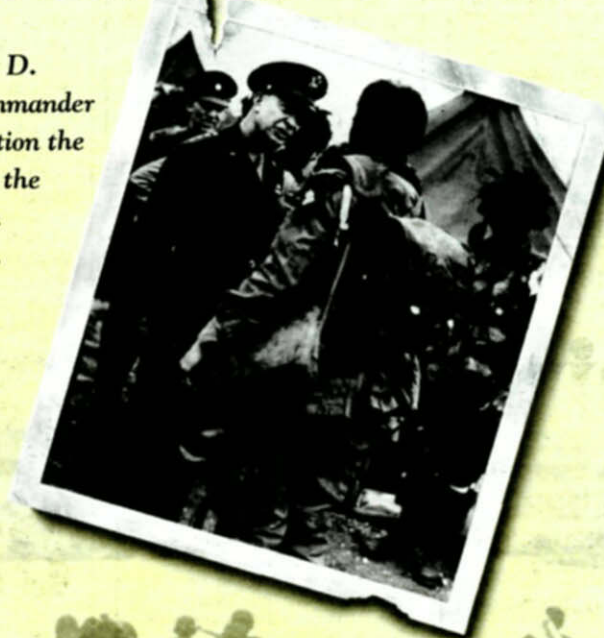


Damage caused by the bomb which hit HMS Bulolo (pictured on the left).

June 5, 1944...4:15 a.m.

# "OKAY...WE'LL GO"

With these words, Dwight D. Eisenhower, Supreme Commander of the US Army, set in motion the Allied invasion of Europe, the greatest military operation the world has ever known.



Lt Ron Davies... duel of wits with German gunners.

haustion and exposure, but he was so determined to continue that he had to be forcibly removed to the sick bay.

Tandy was not the only landing craft crewman to get wet that day. Able Seaman Stan Shenfield and Bill Gillett had the thankless task in their large infantry landing craft, LCI(L) 5, of swimming ashore from the lowered ramps, each clutching the end of a line in one hand.

With the lifelines at full stretch, Shenfield and Gillett stood up to their armpits in the rough waves to act as human anchors, trying to forget the possible presence of mines at their feet.

They watched as the troops, loaded down with kit and weapons, came over the ramp and prepared to launch themselves into the sea, using the lifelines held by the sailors...

Our story of the Gold Beach landing craft continues in Part 2 of our D-Day supplement, Page XIV.

Zippo salutes the 50th anniversary of D-Day, June 6, 1944 with two special limited editions. The D-Day Commemorative Lighter, embellished with an antique brass medallion patterned after the Allied troops' sleeve patch, replicates the black crackle finish of the authentic WWII Zippo.

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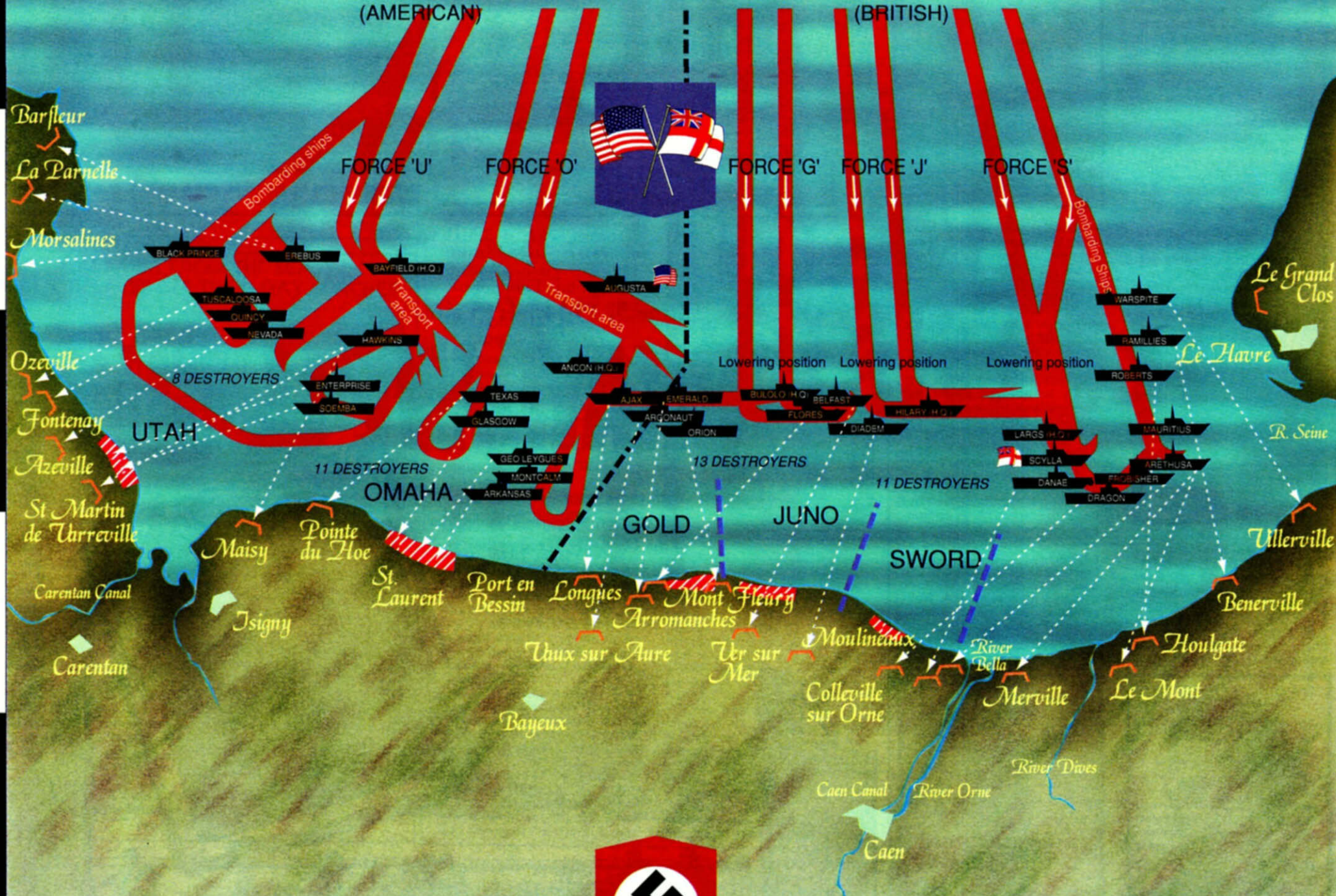


# OPERATION NEPTUNE

## THE NAVAL ATTACK

WESTERN TASK FORCE  
(AMERICAN)

EASTERN TASK FORCE  
(BRITISH)



0 1 2 3 4 5 10  
Nautical Miles (approx)

- Naval bombardment targets, { Batteries... {
- 5.30am - 8.00am on D-Day { Beaches... {
- Swept channels to H-hour..... {
- Task Force boundary..... {
- Area boundary..... {
- Commander, Eastern Task Force..... {
- Commander, Western Task Force..... {
- Headquarters ships Assault Forces..... (H.Q.)

